

2. H.O. 94.

G. R. S. IX-5]

Previous references.

July 30 1904.

1899-00
191

Later references.

July 19 1903.

(July)

File No. 6

Serial Nos. 1-1

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 1-47

all. Part B for

SUBJECT.

Military Reorganization and
Transport Train in Mysore.

Indice
du

Resolution No.1 passed at the 168th Meeting of Council, dated Bangalore, Saturday the 17th December 1898.

That the Military Assistant and the Inspector General of Police be requested to prepare and submit for the orders of Government as early as possible a joint scheme for the revision of the State Police in accordance with the following decision of Government:-

" After the most careful deliberation, the Mysore Government have arrived at the following conclusions which in their opinion are of a most urgent nature and should be carried into effect as quickly as possible in consultation with the British Government.

" (1). The Police of the State should be reorganized and their number increased so as to provide for efficient results and so as to be able to entrust to them the duties of the guarding of Treasuries and Jails and the escort of Treasure and Prisoners, the Barr being relieved of these duties and a corresponding reduction made in their number.

" (2). A sufficient Reserve should be maintained in each District if possible, but at all events at convenient centres, to put down all riots and local disturbances and in a fit state of preparation and ready for concentration for extraordinary emergencies. The Reserve thus maintained will be a part of the District Police Force and will be available for the ordinary duties of the Police including those of Guards and Escorts as above referred to.

" (3). In addition to the District Reserves, a Special Reserve should be maintained for duties of a semi-Military nature, and

" (4). Both the District and Special Reserves should be armed with breech-loading fire-arms".

and that in drawing up the scheme in accordance with the above decision,

Transport-Clocks for Imperial.

Her Highness desires that this question sh^d. be duly considered in Council as early as possible,

~~in view to a d.~~

I accordingly circulate a copy of Mr Robertson's Memo of 8 Feb 1900, which together with the printed Cor^{ce} contains full information upon the subject.

I propose that this question sh^d. come before the Council at the Special Meeting of

5th April, so that I sh^d. submit the matter for Her Highness' final order at 805

K. K. K.

3 April 1900

Send copy to
Her Highness
at a meeting
of the Council
on 5th April
at 805

Private & Confidential

· Note on the Resident's letter.

The first three paras are historical.

Para 4 states the grounds which the Resident thinks should be investigated.

- (1). the actual cost of 400 ponies annually.
- (2). the saving which has been effected by 200 Sowars reduced.
- (3). to what extent another 400 ponies could be employed.

With regard to No 1.

(A) The Resident is informed that the feed of the ponies is 13/8.

Mr. Donne has given me the actual for the last 12 months and the monthly total compares favorably with my figure and exceeds the Resident's.

(B). The Resident has not asked me to explain this item and has not allowed for certain Troop expenses, or for wear and tear of line-gear when exposed outside. If stables are given the sum might be reduced, but not to the Resident's figure.

(E). The carts have been calculated to require replacement in 7 years the harness in 3 years.

(F). (G). The Resident has included a temporary Establishment in his estimate.

I do not think we can accept Col. Robertson's figure for the cost of ^{maintenance} 400 ponies. *viz. Rs 1.13. 777 this*

is somewhat incorrect. The Resident makes an error in halving the expenditure of 800 ponies

The Head-Quarter Staff would be very much the same, ^{for 800 as for 400 + Therefore} the saving would be principally ~~only~~ in ponies and their gear and upkeep.

Para 6. deals with No 2. Query

"the saving by Sowars reduced"

This para commences by an error of 10,000 in repeating the Dewan's calculation and this error is repeated throughout the para.

The argument used in the para is unsound.

It seems reasonable to count as savings the cost of the Sowars at the rate of pay obtaining at the time of the offer, unless this is done we ^{could} ~~can~~ show still further saving by increasing the present pay though by so doing ^{would} ~~will~~ hardly create an accumulation of money to spend on Transport.

The account at the end of the para is not therefore correct.

However to criticise ^{the Resident's} ~~his~~ account on the assumption that the present rates of pay are to be taken in calculation, I would note, as follows.

Item 2. viz "Charges for uniform" is excessive ; the Sowars' free kit costs Rs 20 and supplied biennially would in 100 Sowars save $100 \times 20 = 2000$ and not 6500. ^{Rs per annum}

Item 3. The contribution for horses was not contemplated when the offer was made and there is no actual accumulation in the Military Budget on this account.

35208

. not

45208

The proper estimate of saving
 (ie accepting the fact that the enhanced
 pay rate is not to be a factor in
 the account,) is

Pay of 100 Imperial Service)
 - - - 100 Local Service) *Saves*

added say 2000 for uniform

$(28+27) \times 100 = 5500 \times 12$
 66000
2000
 68000 Rs

The existing Transport 43000
11000
 or a lakh and eleven thousand Rupees.

Accepting Col. Robertson's cal-
 culation that 400 ponies can be main-
 -tained for 1,13,777,

it would seem that the savings
 only permit the State to give a
 Transport of 400 without any increase
 of expenditure.

Para 7.

I understand ^{then} in Jeypore that
 although the carts were used for
 taking earth & P.W.D. Stores, that no
 money ever passed and that the
 savings were more or less a myth.
 It would be interesting to know the
 amount actually earned last year by
 the Corps in Jeypore.

As regards serious efforts in
 Mysore,

A dak established at Marikanave
 had to be removed and the fact was
 established that when ponies are
 absent for long from Head Quarters
 they are neglected and become useless

Some 72 ponies are hired out
 to Gentlemen and support themselves
 and the State carriages bring in

Sir,

Reference:- Your No. 4690 dated 14th September 1900,

I have the honor to inform you that the Council has *as* requested therein, carefully re-considered the question in the light of Col. Robertson's remarks, and the views expressed by the absent Dewan Sir. Seshadri Iyer in his last D.O. a copy of which is ~~is~~ herewith brought on the Official file for reference.

It appears to the Council that ~~the~~ ^{chiefly} the misunderstanding is due to the offer of Transport, having been defined in ponies and carts.

Sir Seshadri Iyer as ^{Prime} Minister was anxious to give effect to Her Highness's wishes that the State should be represented on active service.

At the same time, with Plague on his hands, and famine threatening, he did not feel justified in committing the State to any grave extra expenditure.

From certain assurances given him at the time the Transport question was first mooted, he fancied that a Train of the strength first offered could be maintained for the sum set free by the reduction of 100 Imperial Service and 100 Local Sowars. *and by the reduction of the existing complement of 100*

Further information however led him to ^{understand} ~~believe~~ that the expenses of a Transport Train would be greater than he originally thought, and believing himself to be in touch with the feelings of the Government of India in regard to enhanced Military expenditure in Native States, he re-modelled his original Proposal ^{also} to suit the sum available.

Later correspondence, however, commencing with Mr. Crawford letter, shows that the Government of India do not approve of any modification of the original Scheme; and after some argument in regard to expenditure in which the Resident has assured the Durbar that the ~~the~~ estimates which have been framed by them are

are considerably higher than necessary; I have been asked to reconsider ^{in Council} and give a definite reply from Her Highness's Government, showing ^{adequate} reason for withdrawing from the offer of any Transport, or committing the State to keep up ^{"the"}

Presumably the first offer) Transport Train:
unmodified.

The Durbar ^{was} had never had any real intention of withdrawing from the Offer .

The difficulty before the Council ^{has hitherto been} ~~was~~, how to meet Her Highness' desire for a Transport Corps without neglecting the Financial aspect of the question, on which Sir Seshadri Iyer had such grave doubts.

It appears to them that the Resident is of opinion that a Corps of 800 ponies can be maintained with a very slight addition to the savings effected by the reduction of 100 Imperial Service and 100 Local Sowars.

The Council therefore resolve that on the understanding, that the existing Transport be assimilated in the Corps and that the Imperial Service Regiment shall remain as at present reduced by 100 Sowars, to grant ^{1 1/2} lakhs annually for the upkeep of a Transport Train.

It is to be clearly understood that this sum shall in no case be exceeded.

Any excess of expenditure in one year is to be met by decrease of establishment in the next.

The control over the Finance, will thus be established and as regards the Corps, the present nucleus may be increased at once upto 400 ~~and~~ additions ^{being} made as it is found that ponies can recoup the cost of maintenance or sums are available from the grant.

In addition to the above the Durbar are prepared to allot a sufficient sum for initial expenses.

I have the honor to be
Sir,

File obtained from Dewan's
Camp Office and submitted to
C.Sreenivasiengar Esq., Member of
Council.

4/ll
20/3/01

seen & returned with
minutes - I have
retained for myself
the only copy of the
printed compilation
which I found in
the file - Please get
another for the file from
Mr. Sreenivasiengar Esq.

Done 4/ll

23/3/01

Office

30/3/01

Extract from the Journal of Council Proceedings.

Dated Saturday the 30th March 1901.

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+

+

1. That the State do organize an Independent Transport Corps, with which shall be merged the present Regimental Transport of three hundred ponies for purposes of Imperial defence, its strength being 300 carts and 700 ponies and the initial cost of it not exceeding 5 (five) lacs of Rupees and the cost of annual maintenance $2\frac{1}{4}$ (two and a quarter) lacs. The formation of the corps should ^{be} taken in hand immediately, and completed before the end of 1904. The carts and ponies, when not employed on active Military Service, should be used to the best advantage in such manner as may be *determined* by the Durbar. Major Jones, Military Assistant, will be ~~entrusted~~ entrusted with the formation and management of the Corps.

Sd/- P.N. Krishna Murti.

Dewan-President.

Copy
9/2
1/4/01

CH

SL



Consent
13 January
1900

My dear Col Robertson

In continuation of previous
Conversations between yourself
Mr Krishna Murthy, Mr
Madhava Rao & myself
regarding the formation of an
Independent Transport
Corps for Imperial Service
I beg to inform you that
we have, after very mature
Consideration, arrived at
the following conclusions:—



82

The Transport Question.

I think I must read my view of this question as follows:-

at the stage of development at which this matter has arrived, I cannot and ought not, from a bare perusal of the papers to sit in judgment over the opposite views which are now forming the bases of contention regarding the original offer and its conditions.

My opinion is certainly that situated as we are in carrying on the administration of this country during a minority which is soon to terminate in a little over two years - and independently ^{also} of this aspect

of the question, we ought not to make any serious addition to the permanent financial burdens of the State in the shape of a perpetual annual expenditure which the Dewan apprehends may come up to nearly two lacs of rupees.

This is a matter in which piecemeal and individual action will lead to further complications, and I would deprecate doing anything by which Her Highness the Maharani would feel embarrassed in satisfactorily dealing with it. The offer, I understand, originally emanated from Her Highness and the Dewan and if at this late stage of development the question is to

Calcutta

14. 21 Jan 1900

under all Heads and Surplus
from 1881-82 to 1898-99.

1889-90.	1890-91.	1891-92 (15 months)	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98	1898-99.	Budget 1899-1900
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
44,73,857	146,41,255	160,43,703	169,64,144	173,60,094	190,51,490	182,67,987	177,22,764	192,79,590	179,69,574	183,50,000
29,98,267	133,76,623	175,87,851	165,31,211	156,86,868	163,65,943	162,63,712	170,37,583	187,39,666	201,10,243	192,24,781
14,75,590	12,64,632	15,44,148	4,32,933	16,73,226	16,85,547	20,04,275	6,85,181	5,39,924	21,40,669	8,74,781

Income is being levied for 1896-97, we cannot possibly

for that year -

and the amount thus waived for 15 years was $15 \times 10\frac{1}{2} = 157\frac{1}{2}$ lacs

Surplus of previous years which we had on hand in
approximately as follows:-

— $151\frac{1}{2}$ lacs :
and out of the balance of scarcely 100 lacs
we must provide as a first charge
Railway Redemption Fund, and the balance left for Big works
the Railway etc. is scarcely 100 lacs. ~~And out of this first~~
we have an improved cash balance of 20 lacs to pay the local
only 50 lacs will really be available for the big public works

1st - that in future years we can expect no large surpluses
are favorable we may expect to balance income &
It must also be remembered that
last year we had a large deficit of $21\frac{1}{2}$ lacs, this year
we of lacs and if the West S.W. Monsoon fails we would
be, which will strain the finances of the State very severely indeed.
Calcutta 16 January 1900. Kishinadram

Annual Revenue and Expenditure
at the end of each year

Details.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Revenue Receipts during the year	108,50,991	106,50,053	109,47,008	104,49,101	118,73,774	128,71,976	132,54,526	132,89,717
- Deduct Disbursements	119,33,155	116,12,347	110,85,602	105,53,096	107,63,991	110,24,639	117,80,157	121,05,762
Balance	- 10,82,164	- 9,62,294	- 1,38,594	- 1,03,995	11,09,783	18,47,337	14,74,369	11,83,955

Note. 1) Now that the Enhanced Subsidy of $10\frac{1}{2}$ lacs per a expect the large annual Surpluses we used to have

2) The Enhanced Subsidy was waived for 15 years

3) Compare this amount with the accumulated 30 July 1899 & which was only Rs. $151\frac{1}{2}$ lacs

Invested Surplus $119\frac{3}{4}$ lacs

Old Railway Redemption Fund } $31\frac{3}{4}$ lacs

out of this $51\frac{3}{4}$ lacs now go to form the new such as the Marikana, the Electrical Scheme, the

~~Change of the wanted some 30 lacs to the year to~~
Railway loan of 20 lacs payable in Aug 1902, So that ~~above named~~ such as

4) A Study of the financial Condition will sh as in the year before 1896-97 & 2nd That if

5) expenditure and nothing Very much more - as with a retrenched Budget our deficit may be have to undertake Famine Relief on an extensive



C. P. Hunsen,

BANGALORE.

Feb 8. 1900

— 3

My dear Dewan,

I understand that the question of the Transport Train is about to be considered by the Council. In order that this important matter may be examined from every point of view - assuming that you will, for the purposes of your deliberations,

The offer by the Mysore State to provide a Transport Train for Imperial Service.

—:0:—

In view of the turn which the discussion upon this subject has recently taken, and with special reference to the Dewan's demi official letter of the 13th January, I think that I am justified in asking the Durbar what action they propose to take in regard to the fulfilment of this offer. It may assist them in the preparation of the communication which I understand they propose shortly to make to me, if I place on record the opinions I have formed after a study of the correspondence on the file.

I venture in the first place to lay down the following propositions :—

- (1) That the original offer to provide a Transport *Train, which has been accepted by the Government of India and approved by the Secretary of State, was spontaneously made, in a form specially designed to ensure its acceptance by the Government ; so that this important State might participate actively and effectively in the general scheme of Imperial defence.

*See the Dewan's letter of the 13th September 1897.

Read the letter myself

- (2) That this offer was entirely unconditional, and that though reference was made to the undesirability of "avoiding any material increase to military expenditure," there was at that time, or even when the offer was repeated in a more precise *form, no definite proposal or programme mooted or discussed otherwise than in concert with Sir Howard Melliss for meeting, by savings in the shape of reductions, the whole of the extra and inevitable expenditure in the up-keep of the Train, much less that the Transport Train would not be furnished unless reductions could be effected sufficient to meet this extra cost.

*See Dewan's letter of the 15th December 1897.

- (3) That in March last the Dewan, after prolonged consideration and consultation with the Council, proposed, for the acceptance of the Government of India, a scheme of reorganization which, including the cost of maintaining a limited number of transport ponies, etc., involved an increase in the military budget of over Rs. 90,000. From which I infer that at that time the objection to "*burden the State permanently with the new expenditure which an independent Transport Corps will entail*,"—vide the Dewan's demi official letter of the 13th January 1900, had no existence.

The permanent extra cost, provided the Transport is economically organized and profitably worked, is unlikely to exceed to any appreciable extent the sum which the Durbar were then willing to expend.

- (4) That no attempt has as yet been made to show that the withdrawal of the offer made in 1897 is justified by any change in the situation or by financial exigencies.

In support of the first proposition, it is perhaps only necessary to consider the terms of the letter of the 13th September 1897, when, with reference to the possibility of the Imperial Service Cavalry not being accepted for service, the Dewan wrote. "Her Highness desires me to mention to you a proposal which the Chitral and the present Expedition suggest to her. She has noticed that on both occasions the Government of India accepted the services of the Jeypore Transport Corps, and she naturally wishes that Mysore should have similar opportunities of being represented in the Field."

In reference to the second proposition, I can find nothing which can reasonably be regarded as a condition of the acceptance of the offer. The Dewan's intention at first apparently was to raise a

*To Jeypore.

*"similar independent corps in Mysore of somewhat greater strength than the present regimental Transport of 300 ponies."

It is true that he went on to say, "In raising such a Corps the Durbar will of course bear in mind, and give effect to the declared policy of the Government of India in the matter of Native States avoiding, even for so important a purpose as Imperial Defence, any material increase to their military expenditure." But this declaration clearly amounted to an expressed intention of keeping, *in deference to the wishes of the Government of India*, the military expenditure as low as possible. I am not aware that the Government of India have, as a matter of fact, ruled that Native States should not, even for Imperial Defence, increase their military expenditure; indeed, as the Dewan will have learnt from my letter of the 7th November 1897, the Government of India suggested that the cost of the Transport should be met from the money necessary for the upkeep of a second cavalry regiment which the Durbar have agreed to maintain, but which had not, up to that time, been raised.

Furthermore, the Government of India in their letter of the 19th August 1890, recognised that it might be necessary for Mysore to "*keep up in addition to the Imperial service Corps a small additional force of cavalry for purely local purposes.*"

On the 15th December 1897, Sir Sheshadri Iyer, in order to enable me to submit the report then due to the Government of India, proposed that the strength of the Train should be 300 carts and 700 ponies, in addition to the regimental Transport of 100 ponies. Intermediately for 3 months, *i. e.* between the 15th September and the 15th December, some correspondence took place with the Dewan as to details and constitution of the Transport Train, and considerable discussion between Captain Fasken and Major Jones, the Durbar's Military adviser.

In order to place the Durbar in possession of complete information, I obtained figures of cost, etc. from Jeypore. Further, in November, Sir Howard Melliss came down to Bangalore, and the question of Transport was examined at some length at a meeting in the Residency. I desire specially to emphasize the fact that the outcome of that discussion was represented in the Dewan's demi official of the 15th December 1897, in which, after proposing as suggested

*Imperial Service and Local.

by Sir H. Melliss, to reduce both *Regiments by 100 sowars each, Sir Sheshadri Iyer wrote:—

"This reduction of 200 sowars will provide, it is believed, sufficient for the maintenance of 400 transport ponies; the cost of maintaining the other 400 transport ponies may, it is hoped, be recouped to a large extent by the use of the animals in various ways during ordinary times."

I refer to this letter in detail in order to show that up to that time, after ample consideration and discussion extending over 3 months, it had been decided to raise and maintain a Transport Train of a certain strength, leaving for further discussion questions of organization, economical working, etc. Reductions to meet a part of the extra cost had been decided upon, but the language employed by the Dewan admits clearly of the interpretation that *some* extra expenditure might be incurred. Under these circumstances I am unable to allow, as is urged in the Dewan's confidential demi official of the 28th ultimo, that his letter of the 15th December represents a decision, or expressions of opinion,

Vide the penultimate paragraph of the letter of the 28th December.

hurriedly arrived at; still less that it was merely "*an outline of the wishes of the Durbar, the carrying out of which involved certain investigations which had to be made at Jeypore and Gwalior, and which required the necessary financial provision by reduction of the existing military establishment.*"

The letter of the 15th December was, I am aware, written just before the Dewan started on leave, in response to a telegram which I sent, as I felt that the proposal to start a Transport Train which had already been fully considered, must be seriously delayed if it were left over for his *locum tenens*. I

have alluded to the correspondence and discussions by which the letter of the

*Paragraph 3 of the letter runs :—
 "The organisation of the transport corps, the most economical way of maintaining it the remunerative ways in which the corps might be used in ordinary times, etc. are questions which require to be carefully studied."

15th December was preceded, and have indicated generally what the points reserved for further considerations were. *They did not apparently comprise the probability of further reductions being necessary. The letter was merely intended,

as the purport shows, to place me in a position to report to Government what had already been agreed to verbally and informally, and it contained nothing that had not already been discussed. I think therefore that I am justified in asserting (though I cannot trace it in the correspondence) that the suggestion which appeared at a much later stage, indeed after the rejection of the scheme of March last, *viz.*, that the Transport Train would not be furnished at all unless the entire extra expenditure required could be met by savings in the existing establishment, indicates a distinct change in the situation, the necessity for which has certainly not been explained. It was not present in my mind as it must have been, had it been made to me before I reported to Government, and I should certainly have declined to write until this vitally important point had been cleared up.

I may add incidentally that I was very careful at the outset to commit myself to no proposal until I had something definite to go upon. In this connection I would invite reference to my demi official letter of the 20th October 1897.

It may be convenient if I refer here to one phase of the case which is discussed at some length in the Dewan's demi official letter of the 28th ultimo. In Mr. Crawford's letter of the 6th July 1899 it is stated that "the offer of military assistance originally made * * * * * contemplated the maintenance of two Cavalry and five Infantry Regiments for Imperial Service." No exception on the score of literal accuracy could be taken to such a statement as the following *viz.*, that "during the course of the negotiations it was at one time contemplated that the State should maintain 2 Cavalry and five Infantry Regiments." But there seems to be no doubt that the Dewan is correct in his contention that the *original* offer of 1887 was entirely of an indefinite nature. Briefly, what happened was as follows :—Following His Highness the late Maharajah's offer embodied in his Kharita of the 17th December 1887, there ensued a discussion and interchange of views as to the form which this assistance should take, but nothing definite was arrived at until the 11th January 1890, on which date the Government of India intimated that they would be "prepared to accept from the Mysore State as their contribution towards Imperial Defence, 2 Regiments of Cavalry each 600 strong." The purport of this letter having been conveyed to Durbar the Dewan on the 6th March 1890 wrote to the Resident as follows :—"I am directed to acknowledge" * * * * * and to request you to be so good as to convey to His Excellency the Viceroy, His Highness' warmest thanks for the offer, which His Excellency has been pleased to make, to accept from the Mysore State * * * * * 2 regiments of cavalry each 600 strong." This letter may be regarded as terminating the discussion then pending as to the exact form which the assistance offered by Mysore should take; the contribution to be made by the State towards Imperial Defence was to be 2 regiments of cavalry each 600 strong. The correspondence which followed the acceptance of the offer is not material to the point now under notice; but I may mention incidentally that the Dewan in his letter of the 29th November 1888 to Sir Harry Prendergast, appeared to contemplate that the extra force might cost between 6 and 7 lakhs, a sum much in excess of that spent now on the Imperial Service Lancers. I think I can safely say that Mr. Crawford did not intend, as has been suggested, to impute any blame or neglect whatever to the Durbar for the failure to supply more than one cavalry regiment; the circumstances under which it came to be recognized that only one regiment of cavalry would be required are well known and require no explanation or extenuation. The conclusion, however, appears to be reasonable, that the Durbar having in 1890 greeted the proposal that Mysore should contribute 2 regiments, in grateful and somewhat enthusiastic tones, can hardly now, looking at the offer of September 1897, object to spend more on Imperial Defence than is involved in the up-keep of one such regiment.

I now came to my third proposition. The amount required for the up-keep of a second Imperial Service Cavalry Regiment would probably not be in excess of the cost of the Transport Train offered, if against the expenditure, as agreed to at the Residency meeting, there were set off the savings involved in the reduction of 200 sowars, as well as the realizations from the use of the Transport in ordinary times. In Jeypore and Gwalior the Transport Trains are continually engaged on work which represents large savings in various departments.

I do not think it necessary to discuss the fourth proposition; indeed I have no means at my disposal to enable me to do this. The question involved hardly appears to be one of arithmetic. I cannot believe that in a State with such a large budget, managed with the financial ability which characterises the administration of Mysore, there could be any real difficulty in providing the small sum required yearly for an object of such paramount importance as Imperial Defence, regarding which the State has so recently pledged itself; nor is the suggestion that Mysore cannot afford this charge at all consistent with the proposal just made to contribute a large sum annually to the University Research scheme. I apprehend that no one would relegate the question of Imperial Defence to a position of secondary importance. If however the finances of Mysore are in such a desperate condition, the sooner this is recognized and the propriety of remodelling expenditure all round is considered, the better. But, even in this case, I apprehend that the Durbar would prefer to make some small sacrifice rather than fail in the obligations deliberately assumed, to assist the British Government by providing a Transport Train for purposes of Imperial Defence.

In a Note headed "The Transport Question" dated the 14th January 1900, of which Mr. Krishna Murti has sent me a copy, he appears to treat the whole question as if it had been suddenly sprung upon him, and refers to the "*opposite views which are now forming the basis of contention, regarding the original offer and its conditions.*" The original offer is on record, and its contents appear to me clear and unmistakable. I have already shown that it was made unconditionally, and so far as I know, no *contention*, in the ordinary acceptation of this word, exists on any material point. The offer to help the British Government by one of the most imported States in India was made and repeated after intervals on two occasions, though at last in a somewhat modified form: the Government of India naturally look to see this offer carried into practical effect. Mr. Krishna Murthi apparently forgets that the question in one shape has already been considered by the Council; moreover his reference to an extra expenditure of 2 lakhs, in connection with the Transport, the only matter now under consideration, looking to the reductions already ordered, specially in order to provide funds for a Transport Train, and the savings possible by utilising the carts, seems to denote some misapprehension of the case in connection with the extra burden to be imposed upon the State.

In conclusion I would ask that the Durbar may be kind enough to give precedence in the disposal of current business to this long pending question.

Dated 8th February 1900.

D. ROBERTSON,

Resident in Mysore.

SL4

Myoni 10/12 Jul 1900

My dear Sir

I do not like to trouble
to draw by reminding him
of a letter I lately wrote,
requesting him to send one
(as promised) printed
correspondence about the
Transport & Imperial
Service Corps - at the

Imperial Trust

SL 5

Statement made by the Dewan at the
Council Meeting of 5 April 1900.

Transport Corps
for Imperial Services.

~~~~~

I ask the Council to take this important subject into its consideration and after mature deliberation to arrive at a definite decision as to what the State should <sup>now</sup> do.

The whole of the previous correspondence has already been printed and circulated to the Council. In addition I have circulated also a copy of Col. Robertson's printed note dated

8<sup>th</sup> February 1900,  
which contains a  
full exposition of  
his view of the situ-  
ation. So that all  
facts necessary for  
a decision upon  
the question on its  
own merits are now  
before the Council.

In arriving  
at that decision, I  
beg that the Council  
will be guided by  
the merits of the  
case taking into  
consideration, on the  
one hand, the im-  
portance of the pro-  
posed service to the  
British Government  
and the honor it will  
bring to the Durbar,  
and on the other, the

cost of the measure  
to the State — and  
I particularly beg  
that they will not  
allow themselves to  
be influenced by any  
such consideration  
as that the Dewan  
has in his corres-  
pondence with the  
Residency already  
committed the Durbar  
to a particular  
course of action,  
and that in conse-  
quence they are not  
now at liberty to  
advise a different  
course, should such  
a different course  
commend itself to  
them.

As a matter  
of fact, I never

intended to commit  
the State to an addi-  
tion to its present  
annual Military Expenditure  
on account of the  
proposed Transport  
Corps. My object  
in making the offer  
in question was  
that what the State  
was spending for  
Imperial defence  
should be spent  
upon what the  
British Government  
would be able to  
use most and  
that, <sup>accordingly</sup> more should  
be spent upon  
Transport which was  
more likely to be  
used and less upon  
the Cavalry which  
was not likely to

be so frequently  
used as the Transport.  
When first I enter-  
tained this idea  
and for sometime  
afterwards, I failed  
to realize the senti-  
mental and other  
objections which  
would prevent me  
from effecting any  
reductions in the  
existing Military  
Force, sufficient to  
pay for a Transport  
Corps. But there is  
no doubt whatever  
that I intended the  
offer of the Transport  
to be ~~wholly~~ sub-  
ject to the condition  
that the annual  
Military Expenditure  
of the State should

I accordingly spared no  
~~I pains to make~~  
~~it~~ quite clear  
from the very outset  
that the offer was  
intended to be a con-  
ditional one - the  
condition being that  
the Annual Military  
Expenditure of the State  
is ~~to~~ not exceeded, a  
condition which at  
the time I ~~fully~~ believed  
to be <sup>quite</sup> ~~practically~~ rea-  
-lizable. ~~And it is~~  
~~surely not the case that~~  
~~at first I intended to~~  
~~do one thing and~~  
~~afterwards changed,~~  
~~my mind about it.~~

In support of this  
statement (which is  
the only one <sup>with</sup> which,

with Col Robertson's note  
before you, I need at  
 present concern myself  
~~with~~), let me refer you  
 to the actual language used  
 by me in the correspondence  
 as follows

\* Paper No 61

(1) In the letter dated Bangalore, 13<sup>th</sup> September 1897 to Col: J. A. Campbell (Her Highness' Private Secretary) at Mysore, in which I solicited the sanction of Her Highness to send to the Resident my <sup>\*</sup>letter dated the same day making ~~in which~~ the first offer, ~~was made~~ I wrote as follows:—

Paper No. 62.

"Her Highness can  
 " trust me to see that the  
 " States' burdens are  
 " not increased by this  
 " new idea of an

" independent Transport  
" Corps which I know  
" will be much ap -

"preciated."

giving  
- After ~~I have given~~ <sup>^</sup> ~~It was upon~~ this

assurance ~~that~~ I  
obtained Her High-  
ness' permission to  
make the proposed  
offer.

(2) The offer <sup>made</sup> ~~was~~  
is contained  
~~actually made~~ in my  
letter to Resident <sup>x</sup>  
dated 13<sup>th</sup> September  
1897 and in it I not  
only wrote what is  
quoted in the Resident's  
note, as follows:-

" In raising such

" a Corps the Debar

" will of course bear

" in mind and give

" effect to the declared

" policy of the Government

+ Paper No. 62

##

Resident's

copied from  
page 11 -

My statement regarding

at Hyderabad - Nov. 1892 -

This 2nd time  
in the morning  
of the 1st January  
when I was  
there as  
Ramesh.

the public speeches of  
former Viceroy.

\* Vide Mr. Lord Law-  
down's speech at  
Hyderabad, Nov. 1892.

~~My~~ My statement re-  
garding the policy of  
the Government of  
India was based  
upon my recollection  
of ~~some of Lord Dufferin's~~  
~~speeches~~. Whether  
that statement is  
in fact  
correct or not is not  
really relevant. What  
is relevant is that  
when the first offer  
was made on 13<sup>th</sup>  
September 1897 I was  
under the impression  
that the policy of the  
Government of India  
was as stated ~~it~~.

(3) When about to go  
to Burma on leave  
when I expected to have  
and ~~to~~ to leave  
the settlement of  
details to Major  
Jones I wrote to him.

\* Paper no 70.

on 16<sup>th</sup> November - 1897  
as follows :-

" I must leave  
" the discussion with  
" Sir Howard Melliss in  
" your hands, as I shall  
" probably be in Burma<sup>\*</sup>  
" when he arrives. I  
" can give you my  
" views before I go. The  
" chief point from which  
" there should be no  
" departure is about  
" the cost. We must  
" avoid additional  
" expenditure as no  
" addition can be  
" justified upon any  
" reasonable grounds!

\*  
Note - My departure to Burma  
was somewhat delayed  
and thus I was enabled  
to meet Sir Howard  
Melliss at the Conference  
held at the Residency.

\* Paper no. 71

(4)

In my letter<sup>\*</sup> to  
the Resident dated  
16<sup>th</sup> November 1897, I  
wrote

" By adopting my

" proposal (as per my  
" D. O. of 13<sup>th</sup> September  
" 1897) for the formation  
" of the independent  
" Transport Corps <sup>1<sup>st</sup></sup>  
" by the absorption of  
" the present Regimental  
" Transport for the Imperial  
" Service Cavalry, and  
" 2<sup>d</sup> by a reduction  
" (about 30%) of the  
" strength of the Local  
" Service Cavalry, the  
" annual military ex-  
" penditure of the State  
" can easily be kept  
" at its present figure"

[ In this letter as well  
as in the previous one  
dated 13<sup>th</sup> September  
1897, I made a  
very distinct proposal  
as to how the cost  
of the new Transport

was to be met. If I was making a miscalculation it was not pointed out to me.]

\* Paper no. 75.

(5). My letter\* to the Resident dated 15<sup>th</sup> December 1897 was written after the Residency Conference at which were present Sir Howard Melliss, Col. Robertson and myself. In that letter I gave certain details of the proposed Transport Corps on the lines suggested by Sir Howard Melliss at the Conference and following him as to what he advised as feasible in the matter of recouping the cost, I wrote as follows:—

"As it is desired  
"that the above proposal  
"should not involve  
"any material addition  
"to our military  
"expenditure, it is proposed (with the approval

10.  
" of the Government of  
" India ) to reduce the  
" strength of the Imperial  
" Service Cavalry by 100  
" Sowars and that of the  
" Local Service Cavalry  
" by a like number of Sowars.  
" This reduction of 200 Sowars  
" will provide, it is believed,  
" sufficient for the main-  
" tenance of 400 Transport  
" parties. The cost of  
" maintaining the other  
" 400 Transport parties  
" may, it is hoped, be re-  
" coupled to a large extent  
" by the use of the animals  
" in various ways during  
" ordinary times."

In the same letter I also  
wrote that Major Jones  
after his visit to Gwalior

and Mysore should  
 " Submit a report  
 " of the way in which  
 " the Mysore State can  
 " organize and main-  
 " tain a Transport  
 " Corps for Imperial  
 " purposes, without any  
 " material addition  
 " to the present annual  
 " military expenditure".  
 and in the next  
 sentence I indi-  
 cated what addi-  
 tional expenditure  
 the State may bear  
 and what it should  
 avoid. This sen-  
 tence was:-

" The initial cost  
 " of providing the 300  
 " carts and the neces-  
 " sary number of  
 " ponies the Durbar

"are prepared to meet by  
 "means of a special grant,  
 "but as regards an-  
 "nual maintenance, they  
 "are for obvious reasons  
 "anxious to avoid an  
 "addition to the present  
 "Military Budget, as  
 "any such addition  
 "would be a permanent  
 "charge upon the State's  
 "resources

[Stress is laid  
 in the Residents' note  
 upon this letter of 15<sup>th</sup>  
 December 1897.

For my present  
 purpose it is perhaps  
 sufficient to bear in  
 mind that the object  
 of the Residency Con-  
 ference in question

was to solve the problem not only how to form a new Transport Corps of decent strength but also how at the same time to avoid additional expenditure on its annual maintenance, as distinguished from any initial outlay required. My letter of 15<sup>th</sup> December 1897 as a matter of fact merely embodied — what transpired at that conference, and of course "it contained nothing that had not already been discussed." But had that letter been anything more than

what it purported to  
 be — a hurried  
 attempt to indicate  
 what the Durbar's  
 wishes were and how  
 they were proceeding  
 to accomplish those  
 wishes — or had it  
 been written under  
 circumstances other  
 than those described  
 in my confidential  
 letter<sup>x</sup> of 28<sup>th</sup> December  
 1899, to which des-  
 cription I wish to  
 add nothing, then,  
 in that case, there  
 would probably have  
 been greater expres-  
 stress laid in it  
 upon the avoidance  
 of extra cost in  
 maintenance as a  
 necessary

necessary condition of my proposal. But I submit that the letter even as it stands, if read as a whole, shows that the proposal had not then advanced beyond the stage of investigation and discussion.

It gives "a brief statement of how the matter stands," and this "brief statement" is given under various heads, the last of which is as follows:-

" 6. If you can  
" obtain for me any  
" advice or suggestion  
" on the best method  
" of organizing and

" maintaining the pro-  
" posed Transport Corps,  
" I shall feel much obliged

And the "brief statement  
is followed by the  
following final sen-  
tence and post script

" I am afraid the  
" above is very meagre,  
" but I trust it con-  
" tains the basis on  
" which you can obtain  
" from the Government  
" of India an expres-  
" sion of their views on  
" the subject and what  
" they would be prepared  
" to approve and sanction  
" P. S. - I have asked  
" Major Jones to give you  
" any other information  
" you may require"]

(4). In my letter<sup>x</sup> of  
28<sup>th</sup> December 1899 I  
wrote as follows:—

"My own opinion  
" is that the State  
" should provide by a  
" fresh grant all  
" buildings, carts, horses  
" &c., required for the  
" new Transport Corps,  
" that is, the whole of  
" the initial expendi-  
" ture. The annual  
" up-keep, which would  
" be a permanent  
" charge on the resources  
" of the State, should  
" be provided by re-  
" ductions in present  
" expenditure, so that  
" the future Military  
" Budget (Cavalry and

" new Transport) should  
" be within the limits  
" of the Cavalry Bud-  
" get of 1898-99, of  
" which the details are  
" given in Statement II."

In quoting the foregoing extracts my object is to show that ~~I did give sufficient expression from the outset to~~ the intention

that the Transport should entail no additional annual expenditure upon the State, for its maintenance.

I would add that my opinion regarding the financial obligation of the State to the Imperial Government has always been that stated in my appeal to the Secretary of State

from the very outset and in every letter I wrote, I stated most explicitly

regarding the En-  
hanced Subsidy  
(memo dated 29<sup>th</sup> Sep-  
tember 1896), and  
such being the case  
it was impossible  
for me to contemplate  
any addition to the  
State's existing fin-  
ancial burdens by  
means of a new Trans-  
port Corps. ~~As a matter~~  
~~of fact I did not~~  
~~contemplate any such~~  
~~addition~~. Indeed  
before the offer was  
first made I gave  
<sup>as already stated</sup>  
Her Highness the dis-  
tinct assurance that  
the State's burdens  
would not be in-  
creased by the new  
Transport Corps. ~~How~~

and I never did  
contemplate from  
~~the Vergout set~~

For I should be  
enabled to carry out  
this assurance, as a  
matter I may be  
left to submit to  
the kind decision  
of the British Govt.

Colon Robertson

in his note refers to  
my memo dated Cal-  
cutta 9<sup>th</sup> March 1899,  
which set forth a scheme  
of <sup>Cavalry</sup> ~~military~~ reorgani-  
zation including a  
new Transport Corps,  
which would have  
entailed upon the  
State an increased  
expenditure of some  
Rs. 90,000 per annum.  
This scheme would have  
provided the State  
with a properly armed  
force for Police pur-  
poses, <sup>which</sup> ~~this~~ is a real  
want as we know  
from our experience  
at Ganjam and else-  
where. New expendi-  
ture to supply this  
want is unavoidable  
and I think it will

still have to be incurred quite apart from the Transport.

I may here ~~add~~ further explain that before I submitted the above scheme, I discussed its details with Col. Robertson. I afterwards understood from

him that ~~it was not~~  
~~acceptable at Calcutta.~~

~~and~~ I then submitted it. I say this not with the object of disclaiming my own responsibility for the scheme but with the object of showing how fully the necessity was at that time recognized of adopting some method of satisfying the financial conscience

he was able to give it his own support and further that it would be accepted at Calcutta.

of the State, and how with this aim it was then proposed to merge the increase of expenditure in a combined scheme of <sup>both</sup> additional local protection and new Imperial Transport ~~Scheme~~. If that <sup>had been</sup> scheme ~~had~~ sanctioned <sup>have</sup> the Durbar would <sup>future</sup> ~~be~~ saved new expenditure for an armed Police force, a saving which no Transport Scheme by itself is capable of yielding. Now that the whole combined

scheme has been rejected, it is scarcely fair to debauch the solitary fact of its having been submitted, and to quote it as an

and of its having contemplated some additional expenditure upon the whole of it,

regards  
the  
transport

transport  
scheme

The Combined  
Scheme of Cavalry  
Reorganization & new  
Transport, as per  
my memo dated  
Calcutta 9-  
March 1899

N.P.11

argument in any dis-  
cussion <sup>which concerns</sup> ~~only~~ <sup>a</sup> ~~the~~ <sup>scheme.</sup>

Transport. It was ~~the~~

~~scheme~~ which received

the approval of Council

in the resolution of 3<sup>d</sup>

April 1899. || In this

connection I may per-

haps also add how

I first tried to do

away with the Barr

(Infantry) altogether

and then tried to effect

a large reduction of

the Cavalry, all with

the <sup>sole</sup> object of saving

enough for a separate

Transport Corps <sup>and now</sup> I

had to give up these

methods in obedience

to the strong senti-

ment (which exists

but <sup>on</sup> which I had not

before calculated)

against any <sup>large</sup> reduction  
of the strength of the  
already small military force of the  
State.

I have now  
stated all I wished  
to say about my in-  
tention and action.

With reference <sup>to</sup> the View  
of the same Contained  
in Col Robertson's Note.

It is for the Council  
now to arrive at a ~~final~~  
decision upon the  
entire question upon  
its own merits. I  
would only repeat the  
request that in ar-  
riving at this deci-  
sion they will dis-  
miss from their mind  
that I have <sup>already</sup> committed  
the State to any par-  
ticular decision.  
There might have been  
defects in the manner  
in which I presented

the question to the Resident. There was probably impetuosity on my part in attempting to formulate the proposal and perhaps rashness also in assuming too readily that such and such reductions of the military force were feasible or would be accepted.

And possibly my letter of 15<sup>th</sup> December 1897 might have indicated, in more precise terms than it did, that the avoidance of extra cost on annual maintenance was

under the circumstances a necessary condition of my proposal. These errors and shortcomings on my part are matters with which the Council need have no concern. They may be left to me for being dealt with by a personal representation from me to H. E. the Viceroy, for I am prepared to make such a representation and to ask for His Excellency's forgiveness for any faults on my part. I meant well and intended

to serve the British  
Government and at  
the same time to  
avoid entailing any  
additional burden  
upon the State.

/ S. L. Smith

on the further Representations  
made by you - I think we  
ought to refer to the acceptance  
of the Council Resolution of  
3 April 1899 - Mr. Mahan  
has said he will draft  
a Council Resoln - I have  
no objection to your sending  
him this note if you wish, if  
you are disposed to do so.

Yrs &c.

B. M. Chetty

Rajya Shrinani

Sir H. Sheshadri

Dewan of Mysore

1899



6/4

516

My dear Mr. Shekhar Singh:

After I came home last night I jot down what I said in regard to the Transport Corps. I send my note for your kind perusal. I think we will be perfectly justified in humbly advising Her Highness to move the Govt. of India for a reconsideration of the decision communicated by Mr. [unclear]

6/12/1900

Forwarded to  
Mr. Maslow (New York)

{ Enclosed note re T. Maslow to  
Mr. Maslow (New York) with  
D.O. asking for his final  
opinion of the consideration  
of the whole situation &  
of his statements already  
sent to him in print.  
1. 6. 1900

Bangalore

2 June 1900

My dear Mr. Sheshu Rao,

Many thanks for your  
note of 1<sup>st</sup> with regards my dear.

I am still weak &  
Captain Fane White, who saw  
me this day, is glad that  
I have applied for long leave.  
He thinks that nothing but  
complete rest & stay in one  
place for some time will  
help in restoring my wretched  
health. I am afraid he  
insists immediately on a/c  
of the dreadful heat. I will stay  
here for a week or so & then decide  
when to  
go.

Expt. 3 1/2 58  
Grand 67  
Transport (cabs)

On a careful  
perusal of the printed  
correspondence, the Honble  
Mr Roberts's note and  
the Dewan's Minutes and  
Supplementary Statements,  
and after giving this  
matter my best considera-  
-tion I am of opinion,  
that the offer, for the  
formation of a Transport  
Train having been made  
by Mrs Highness the Maha  
Rani Regent spontaneously  
as a token of her devoted  
loyalty to the British  
Throne and her anxiety  
to contribute substantially  
towards the Imperial  
Defence, and the offer  
having been cordially accepted

in appreciative terms  
by the British Government,  
we are bound to  
make the offer a reality  
so as to avoid the  
reproach that "vows  
made in storms are  
forgotten in calms" -

It must, however,  
be conceded, and this  
is clearly proved by the  
printed correspondence,  
that, when Her Highness  
was induced to make  
the offer, the Dewan gave  
her the assurance, that  
the State burdens will  
not be increased by the  
formation of this Corps -  
Subsequently, when this  
was found not quite  
feasible, the combined  
scheme of Cavalry organi-  
zation referred to in  
the Dewan's note of 9<sup>th</sup>  
March 1899 was proposed  
after consulting the British  
Resident. The Council

7.

approved of this Scheme in  
their Resolution of 3<sup>rd</sup> April 1899;  
but the Government of India  
preferred to adhere to  
the original arrangement  
made in 1898 - Vide  
printed paper No 81 - Subse-  
-quently, the Dewan made  
two representations (vide  
printed papers Nos 83 & 84)  
explaining more fully  
all the circumstances of  
the case and asking for  
the further advice of the  
Govt. of India - These re-  
presentations are still  
pending disposal - The  
memo appended to the  
Dewan's Suppl. Statement clearly  
sets forth our present  
financial position and  
shows how undesirable it  
is, at present, to saddle  
permanently any extra burden  
on the resources of the State  
on account of the annual  
maintenance of the Transport  
troops alone, <sup>at distinct</sup> contrary to the  
assurance originally given to  
Her Highness - There is not the

slightest intention to let behind  
the offer - The Council Resolution  
of 30<sup>th</sup> April 1899 was passed  
not only to give effect to  
the offer but ~~also~~ <sup>also</sup> ~~also~~ ~~also~~ ~~also~~  
~~also~~, to provide the State  
with a properly armed  
force for Police purposes,  
the additional expenditure  
involved in the combined  
scheme being justifiable  
on the ground of saving  
future new expenditure for  
a separate armed Police.  
Under these circumstances  
I would most humbly  
advise Her Highness the  
Maharani Begum to move  
the Govt. of India, thro' the  
Residency, for a reconsidera-  
tion of the matter with  
a view to their kind ac-  
ceptance of the Council  
Resolution dated 3<sup>rd</sup> April 1899  
assuming them, at the  
same time, that if the  
said Resolution does not  
comment itself to them  
the original arrangement, with  
regard to the Transport Corps alone,  
will be carried out as soon as  
possible. <sup>Harjagan</sup>  
2<sup>nd</sup> June 1900 <sup>GP Shumbar</sup> <sup>Chetty</sup>  
Member of Council



569

Nanjangud  
4th July 1900

My dear Sir

I send herewith  
my minute on the  
Transport Corps which  
I had already sent  
and which you were  
pleased to return to me  
with two additional  
pages of yours. I shall  
send my remarks  
on them in a day or two



Bangalore,

13th July 1900.

88.

Dear Col. Robertson

I send you herewith the minutes of the Councillors regarding the Transport. I send also another copy of my statement to the Council dated 5th April 1900 and supplemental statement dated 30th Idem.

The Councillors' minutes speak for themselves. Mr. Kristnamurti's is long, but divested of irrelevant matter and remarks on the financial situation which he seems to treat lightly, his opinion amounts to

1st. An adherence in his opening para to the opinion conveyed in my D.O to you, dated Calcutta, 13th January 1900, the text of which was actually composed by myself, Mr. Kristnamurti and Mr. Madhava Rao at a special sitting. Mr. Kristnamurti calls that <sup>letter</sup> a joint one, which it really was.

2ndly. A recommendation that we should, notwithstanding give the Transport, because there is already a completed obligation to give it.

And 3rdly. That we should take our chance of being able to reduce the Imperial Service Cavalry and Transport Corps, should financial pressure hereafter arise.

Both he and Mr.Thumboo Chetty are for asking the Government of India for a reconsideration of the proposals made in my Memo, dated Calcutta 9th March 1899. They both refer to my original promise to Her Highness that the Military Budget shall not be exceeded on account of the Transport, but they show no means of enabling me to carry out that promise. Their opinions are not based upon the merits of the question nor upon any disagreement with me as to the present financial situation, but wholly upon the view they take of the way in which I have already committed the State by my correspondence with you and the obligation resulting therefrom. To this I can only repeat what I stated in the concluding para of my statement to the Council of 5th April.

Mr.Madhava Rao's opinion is on the merits and proceeds from a due appreciation of the onerous nature of the responsibility in question.

If you would like to speak to me on the subject



before taking further action ,I shall gladly come over  
next week,by which time I hope to be able to move about  
somewhat .

*Yours &c.*  
*Sd/ H. Sheeshadri Sastri*

*copy'd*  
*h.*

On a careful perusal of the printed correspondence, the Hon'ble Col. Robertson's note and the Dewan's minutes and supplementary statements, and after giving this matter my best consideration, I am of opinion, that the offer, for the formation of a Transport Train having been made by Her Highness the Maharani Regent spontaneously as a token of her devoted loyalty to the British Throne and her anxiety to contribute substantially towards the Imperial Defence, and the offer having been cordially accepted in appreciative terms by the British Government, we are bound to make the offer a reality so as to avoid the reproach that "vows made in storms are forgotten in calms".

It must, however, be conceded and this is clearly proved by the printed correspondence that, when Her Highness was induced to make the offer, the Dewan gave her the assurance, that the state burdens will not be increased by the formation of this Corps. Subsequently, when this was found not quite feasible, the combined scheme of Cavalry organisation referred to in the Dewan's note of 29th March 1899 was proposed after consulting the British Resident. The Council approved of this scheme in their resolution of 3rd April 1899 but the Government of India preferred to adhere to the original arrangement made in 1890-Vide printed paper No. 61. Subsequently, the Dewan made two representations (Vide

printed papers Nos. 83 & 84), explaining more fully all the circumstances of the case and asking for the further advice of the Government of India. Those representations are still pending disposal. The note appended to the Dewan's supplemental statement clearly sets forth our present financial position and ~~how~~ shows how undesirable it is, at present, to saddle permanently any extra burden on the resources of the state on account of the annual maintenance of the Transport Corps alone, contrary to the distinct assurance originally given to Her Highness. There is not the slightest intention to get behind the offer. The Council Resolution of 30th April 1900 was passed not only to give effect to the offer but also to provide the state with a properly armed force for police purposes, the additional expenditure involved in the combined scheme being justifiable on the ground of saving future new expenditure for a separate armed Police. Under those circumstances, I would most humbly advise Her Highness the Maharani Regent to move the Government of India, through the Residency, for a reconsideration of the matter with a view to their kind acceptance of the Council Resolution dated 3rd April 1900, assuring them, at the same time, that if the said Resolution does not commend itself to them the original arrangement with regard to the Transport Corps alone will be carried out as soon as possible.

Bangalore, 2nd June 1900.

Ed). F.R.A. Chamber Chetty  
Member of Council.

First sheet

Encl 188  
6/10

MYSORE IMPERIAL SERVICE TRANSPORT  
CORPS.

If we could decide this question ,  
as has been suggested by the Dewan,  
without reference to the past and for-  
getting that an offer has been made  
and approved, our way is clear and our  
action simple. I have indeed, acting by  
the standpoint above suggested, given  
my opinion in the joint letter which  
the Dewan wrote to Col Robertson on  
the 13th of January in Calcutta and in  
my note which I gave to the Dewan  
there on the following day. I am un-  
willing to take up time with personal  
explanations, and the Dewan's address  
at the meeting of the Council on the  
5th instt., I am glad to say, relieves  
me of this necessity. Generously and  
rightly the Dewan takes the whole res-  
ponsibility of initiating and conduct-  
ing this business upon himself. Beyond  
a vague idea formed from the gleanings  
of stray conversations I never had an  
acquaintance with the history of this  
case and did not know the details of  
it till all the papers were put into  
my hands on our way to Calcutta and  
subsequently. But I shall not allow my  
self to be guided by other than what  
appears to me to be the true merits of  
this case, as it has been presented to

und.

us now.

2 The true nature of the offer, as far as I am able to make it out may be described as follows :-

The first offer was made in September 1897 and all the details were furnished to him in the detailed letter of the 13th December, the Resident declined to act and in his letter of the 20th October 1897 went to the length of expressing his willingness "to allow the matter to stand over for the present". In the meanwhile the Honorary Secretary hinted that might be adopted as the limit of expenditure. The Dewan had also the advantage of discussing the whole question in a conference with the Resident and Sir H. Wilson. The result was that on the 15th December was written the detailed letter of the Dewan in which all the details were mentioned and in more than one place it was stated that it afforded sufficient basis for a report to be submitted to the Government of India. I may not inappropriately state here that the noble and patriotic ambition which Her Highness displayed on this occasion was but a reflection and continuation of the loyal instincts which had animated her Loyal Spouse when His late Highness offered regiments of Cavalry for Imperial Defence.

According to this letter the Ir

Second Sheet

Independent Transport Corps was to consist of 300 carts and 700 ponies in addition to the 100 ponies to be maintained as a nucleus for the Regimental Transport. The cost was to be met by a reduction of 100 Sowars and horses in each of the Imperial and Local Service Regiments and the whole Corps was to be made selfsupporting by using the carts and ponies in various remunerative ways; no addition was to be made to the Military Budget. And the whole train was to be on the model of the Jeypore and Gwalior Transport Corps

4 This proposal was approved by the Government of India in the Resident's letter of the 24th March 1898, and the Transport Corps as therein described was to consist of 300 Carts and 700 ponies equipped on the style of Gwalior and Jeypore Transport Train. It was also added that the cost was to be met in part at least by reducing two hundred Sowars and horses.

5 It has been calculated that for four Troops of 50 carts and 125 ponies each the initial expenses amount to 3,21,132; and if the Train is to be raised to six Troops of the same strength to make it to consist of 300 Carts and 700 Ponies as approved by the Government of India this expenditure will also be raised to 3,21,132 + 1,40,796 = 4,61,928 or nearly five lakhs of rupees. This is a large amount certainly but

on this there is no difference of opinion

with.

opinion and the Government is willing to find the money by an additional grant. I agree to this of course.

6- The recurring or annual expenditure is calculated to come to Rs. 1,53,908 + 71,540 (for two additional troops) = Rs. 2,27,554.

7- A part of the money saved from the reduction of two hundred horses was utilized for meeting the additional expenditure found necessary to place the Imperial Service Regiment on a satisfactory and workable footing, and even if this be disallowed the whole saving amounts to Rs. 48,000 (page 72) plus 35,000 (which Major Dwyer roughly calculates as the portion of the saving applied to improve the Imperial Service Regiment) = Rs. 83,000.

Air J. Meina roughly calculated the saving to amount to Rs. 30 x 12 = 72,000 which was less than what was actually obtained.

As this independent train is to absorb the 300 pack ponies we now maintain at an annual cost, as I understand of 45,000 rupees (page 74) the total amount available by reduction will be Rs. 23,908 + 48,000 = Rs. 71,908 Rupees.

8- Subtracting this amount the money we shall have to find is roughly and subject to correction  $2,27,554 - 71,908 = \text{Rs. } 1,55,646$

Fourth sheet

-bility.

12 Her Highness the Maharani-Regent, acting with the responsible advice of her chief Minister, initiated this business by intimating her spontaneous desire that her Royal House and State should not be left behind in reasserting her loyalty to the British Throne and seeking admission to the privilege of demonstrative and active co-operation in the Defence of the British Empire. At this point it is immaterial to consider what contribution the State is making for the Imperial Defence in the shape of the annual subsidy. We are concerned here only to see in what direction the other Princes and States have been moving and indeed with the policy our own late lamented Maharaja had adopted. His proffered and accomplished service of providing Cavalry had not been turned into any practical use. Her Highness wished that she might give such service a practically useful turn. I venture to think that the conception of her duty was noble and her instincts to move with the spirit of the times statesmanlike. Her Chief Minister advised her to act and the offer was accordingly made in her name. The Government of India had an equally delicate duty to do. Its position with reference to this State is peculiar - nay almost unique. At all times it has a general control over the management of the finances of this country and during the

und.

present machinery is her fir responsibility of such control and supervision increased many fold. It is likewise the custodian of, and has to watch the effects of measures upon, the dignity of the State. Having regard to all these circumstances the Government of India proposed to be guided by the standard of what the Maharaja had offered and gave their advice accordingly within that limit the expenditure to be incurred would be reasonable. His proposals were then worked out and placed before the Government of India who had no difficulty in approving of the scheme. They consented to a reduction in the strength of staff of the Imperial and Local Service Regiments which measure was carried out. It is giving further effect to <sup>it</sup> the Government confronted with the necessity for this year an increase in the Military Budget and is struggling to meet it. This increase was quite unexpected from the Government. It was not the Government who I allude to. It is the Government who are to increase it. Sir H. Kellock reported that the income derived from the opium and revenue and employment of the transport staff and policies had been set off against this increase. This suggestion has not been reported. At the same time the Government have not yet decided upon the amount of the increase. It is not yet known what the Government will do.

Fifth sheet

certain extent is recoverable; but which it may be hoped, will, to a large extent be recouped, H.H., should be advised to abandon the position which she wanted her State and Royal House to assume in the Van of the other loyal Princes of India.

14. The Government of India does not consider the financial difficulty as unsurmountable or the additional expenditure unreasonable. The rest of India will not sympathize with us in such withdrawal on account of this small financial increase or burden if it is preferable to call it by that term. It is ungenerous to pick holes in the conduct of the Dewan who goes to the length of offering to bear the whole blame upon himself and admits and urges that he is not satisfied with having acquainted himself fully with all the details of calculation before he took the step of advising Her Highness the Maharani-Regent to act in this matter. He has no doubt grounds to be irritated and disappointed because the expenditure is somewhat more than what was originally contemplated, and what is more the proposed equipment of the drivers who I understand are not now to be armed, does not give the State for all the trouble taken and for expenses incurred even an armed body of men to turn to when the exigencies of the internal order and peace may require such help. He is also frustrated in his design to arm

W.D.

and the Local Service Regiment so as  
to have a strong, efficient and  
useful force available to resist the  
lawless and mischievous incline of  
the turbulent and excitable people.  
By these indicate no flaw in the in-  
vestigation and it is <sup>not</sup> expedient or +  
it accounts to all on the Dewan of  
the Viceroys as the proposer

... his confession of his failures.  
It will not break their responsible and  
irresponsible acts of the Sovereignty and  
the responsibility of the Minister as repre-  
sent, simply because they have the pos-  
sibility of justice or in a worse po-  
sition financially, it is about a lakh of  
rupees. Our Finance is not in such a  
position as to break down with this kind of  
pressure and to give us a legitimate  
and valid reason for our seeking a  
release from our obligations. The  
promises and incidents of promise are  
of a kind by a first class State will  
be done before all the civilized world  
and the other intermediate members of  
the movement are passing bodies and their  
acts will soon be forgotten. The small  
financial increase we are threatened  
will not be successfully meet, but if  
we do not allow ourselves to vituperate  
the position taker, the reproach  
of failure to fulfill spontaneous pro-  
mise, will fall upon our attack.

... State of the House for present-  
... it is not to be the duty of every  
... present

Sixth sheet

prevent it and I have nohesitation in strongly advising that course. The offer itself is quite legitimate and proper. All things considered I am of the decided opinion that we must stand by the Sovereign in whose name the offer was made and approved, and see that full effect is given to it. This is my humble advice to Her Highness the Maharani Regent and her Government.,

W. S.

Seventh sheet

15 I am not unmindful of our Financial situation. Nor should I be deemed as advocating the acceptance of the financial burden regardlessly of our capacity to bear it. The Financial Statement which the Dewan has taken the trouble to draw up shows that we have been struggling against deficit budgets during the last two years, and trenching upon the surplus of the previous years. It is not also far difficult to see that this decline is nearly contemporaneous with the levy of the full Subsidy of 35 lakhs. We have yet several large items of expenditure to meet in the near future. To the third Princess we have to grant Rs. 80,000 annually, in the year 1901. This will have to be followed up by another annual grant of one lakh to the Yuvaraj when he comes of age in or about the year 1904. The tax on Areca-nut which amounted to a little over three lakhs in the year 1898-99 is a crying evil in the country and must disappear sooner or later. The Dewan has pointed out with much force the necessity we are under of improving and amplifying the Police Force, as also the Local Service Regiment, to enable them to maintain effectively the internal peace and good order. Against all this I do not say that our Revenue has reached its climax

W. D.

climax and has become inelastic. We ought not to overlook the fact that the deficits already referred to are due to the inclusion of expenditure which is in the nature of investment for the construction of productive and remunerative works such as Railways, Kaveri Electrical Scheme and so forth. We shall certainly be justified in expecting and acting upon the assumption of proportionate returns and the gradual development and improvement of the resources and economy. At the limit Military Force upon us so far that we are able to meet the exigencies of these improved revenues. The uncertainties of the agricultural seasons make it extremely difficult to make a clear and reliable forecast of the crop yield. These factors taken together with the fact that we have such a heavy expenditure, should justify us in holding that we cannot bear the present increase which must be diminished.

The extent of the profits to accrue to the Government in the employment of the transport and other services as well as to be taken from the total and gross profit is a matter which has required most reasonably to take in regard to the provision of a transport system for Imperial purposes.

We have not a vice in that we proceed to the extent of what in the Transport Corps is contained in Book "28, and the Railways... all the other representation... other...

Eighth sheet

another hearing to the necessity there is of our improving the Local Service Regiment and arming it more effectively to avoid as an alternative the increase in numbers of the Police Force or the Local Service Silledars. Our weakness was forcibly brought home to us during the excitement in the country in connection with the Plague operations. But for the 100 Sowars of the Imperial Service Regiment who were sent with Major Jones the peace would not have been re-  
-stored promptly and effectively. The necessity for a strong internal force is becoming greater day by day. In laying this matter before the Government of India I would proceed in a direct manner. Let us not give room to them to suppose that we offered our Regiments of Cavalry to obtain a reduction of the Subsidy, or that our offer to raise a second Regiment was giving an indirect expression to our wish to provide ourselves with better arms and better Troops. Let the difference between the Imperial Service Troops of our State be always maintained in accordance with the avowed policy of the Supreme Government. But let us be permitted to arm our Police and the Silledar Regiment with effective arms of offence and defence. I am sure that if we proceed in this matter directly and convince the Supreme Government of the absolute and urgent necessity we are under of improving our safe

W.D.

to handle the internal police and  
the State I am not without hopes  
there shall not a complaint be made  
to the Government of India on whom rests  
the responsibility for the good govern-  
ment of this State as upon the local govern-  
ment. I am sure that the release  
of the State from the Government of  
India will not be confined by  
the Government of India. I am sure  
that the Government of India will  
be able to handle the situation of the  
State being available for the  
Government of India. We may have  
the Government of India and the  
Government of India to handle the  
situation with the regard to our local  
Government and the necessities of the  
State.

It is that I have said that, it  
is the Government of India to do it if  
the Government of India is not  
able to handle the situation of the  
State. I am sure that the Government  
of India will be able to handle the  
situation with the regard to our local  
Government and the necessities of the  
State.

It is that I have said that, it  
is the Government of India to do it if  
the Government of India is not  
able to handle the situation of the  
State. I am sure that the Government  
of India will be able to handle the  
situation with the regard to our local  
Government and the necessities of the  
State.



This was ref<sup>d</sup>. by me to  
Wm. Krista Murri for  
DOJ with my Supplemental  
Statement of 30 April 1900 -  
and other papers -  
He returns <sup>this</sup> to me with  
his DO. of the 4<sup>th</sup> Inst -

6.7.00

Second sheet

of income from in-  
- vested Surplus.

(3) the disappearance  
of interest on current  
deposits.

(4) the general lower-  
ing effect upon the  
income from the  
reduction of D. P. W  
expenditure.

With the appre-  
hension of the reduction of  
revenue as above men-  
- tioned he also calls atten-  
- tion to the prospect of in-  
crease in expenditure re-  
- sulting from

1. Pension to the Royal  
Family

2. Improvement of  
Police.

3. Land record Dept.

4. Extensions of the  
Cities of Bangalore  
& Mysore and their  
Drainage, Kolar  
Gold Field Extension  
drainage & water  
supply

min

5 The necessity arising from inability to dispose of Government Paper except at great loss to borrow money resulting in the payment of interest. Coupled with the certainty that cultivation and taxation have reached their maximum extension, and that the revenue is not capable of much increase, and considered with the uncertain calls arising from bad seasons and famines, and Epidemic diseases such as Plague &c, these features threaten to place our financial condition on the borderland of insolvency.

Under the above circumstances the Dewan concludes that it is not-desirable to accept any permanent obligations, that is to say, obligations

mid sheet

obligations which it will not be in the States' power to curtail on occasions of financial pressure. At all events he seems to think that wisdom and prudence point to the necessity of nothing like such obligations being accepted at the present juncture.

This decay and deterioration in our financial condition, he dates from 1896-97 when the increased Subsidy was first tried which, indeed, seems to have contributed to the large surpluses of the previous years.

4<sup>th</sup>. It will be extremely unwise on my part to contest the soundness of the careful exposition which the great experience of the Dewan has enabled him to draw; nor should I hesitate to take heed of the

mid

the warning note sounded  
begin. But I think our  
caution should lie in the  
direction of economising  
other expenditure much  
of which seems to be capable  
of admitting it, and I  
cannot support the sug-  
gestion that the situation  
must be relied upon as  
furnishing a plea to get-  
rid of our obligations  
which it is impossi-  
-ble to deny, were most  
voluntarily undertaken.  
So long as 2<sup>nd</sup> November  
1884 Sir James (then Mr.)  
Lyall found it necessary  
to offer his advice in the  
following terms:-

"I believe that the  
Durbar will find that  
the Government of India  
(if treated with confidence  
and convinced that the  
Durbar intends to hold  
loyally to all its Engage-  
-ments) will repay  
acceptance of its advice  
with

Fourth sheet

Page 11. Enhanced  
Mysore Subsidy.

with liberal treatment  
in all other matters."

This seems to be the  
exact time when we ought  
to follow this advice and  
endeavour, logically, to carry  
out our Engagement. We  
may well leave it to the  
Government of India to  
advise us not to provide  
the Transport Corps if from  
an examination of our  
finance they deem it ne-  
cessary to do so. In my  
note I have endeavoured  
to point out one weak-  
ness in regard to a reliable  
forecast being formed on  
account of the uncertain-  
ties of the Season and  
the apprehensions of  
famine, and under the  
circumstances we cannot  
do better than (to quote  
the words of the Dewan  
in another context) give  
our firm assurance that  
"the Durbar will follow  
such

W. B.

Such advice as (you) the ~~Honble~~  
Residents may be able to give  
after consideration of all  
the circumstances of the case."  
But this ought not to deter  
us from, a delay us in start-  
ing forthwith to put our  
Transport on the promised  
strength and footing.

5. I have not failed to  
place prominently the  
items of increase in our  
Expenditure which we shall  
have to meet ere long. The  
question of the Improve-  
ment of Police is one which  
I have yet to study and  
am not in a position to  
offer an opinion off hand  
regarding the limit of  
increase we shall have  
to sanction. Our present  
Budget is itself a large  
one comparatively and  
an increase will may-  
be called for ere long. Likewise  
it does not seem to me  
that

Fifth sheet

that there is a necessity  
for our incurring a very  
large expenditure for the  
formation of the Land  
Record Department. I am  
left free to urge that the  
work which is proposed  
(and so far as I have been  
able to judge, proposed in  
vaguely yet) when done by  
this Department is nothing  
new. Mostly we are con-  
cerned in bringing about  
a change of name and the  
real organization is but  
little. In other words it is  
but an adjustment of the  
existing powers and or-  
ganizations in a different  
order and it is unnecessary  
that I should at this place  
work out my proposition  
at greater length. It suf-  
fices for my purpose to  
state here that this reform  
should not be allowed  
to increase the cost of the  
State

will.

State to any material extent.

7 As far as I am at present informed the most costly extension which was carried out without any regard for expenditure was in Bangalore - The Dewan more than once repeated that nearly the whole of the expenditure would be repaid.

8 The large sums of money paid for the acquisition of land will be recouped by the prices to be recovered for the building sites, and the advances paid to officials who form the preponderating bulk of the builders will also be recovered.

Both in this Town and Elsewhere in the Province such as Mysore, Gold Fields &c much has to be spent gradually for the improvement

South sheet

improvement of the Sanitation and its attendants to with good drinking water &c; but this expenditure must be left to be met greatly from local resources. We have lately added considerably to the local taxation both in Bangalore and Mysore in the way of Octroi extension rates on Carriages and tolls &c. We have also our fund designated "Local Funds General" which are also freely used for local purposes. And on the whole we have not altogether desisted from resorting to local taxation, wherever and whenever we have deemed such a course necessary to improve the local resources and make them sufficient to meet the rising demands upon them. The Gold Field

Hands

with.

Stands on a different footing.

It gives us an enormous revenue and it behoves us to contribute largely to its amelioration. But our contention that we have to make this expenditure and the manifestation of fear that the industry is threatened with early cessation are it appears to me somewhat antagonistic and contradictory of each other. If the industry itself threatens to cease we shall not be justified in incurring any large and permanent expenditure in relation to it and we may be certain, at all events that so long as we shall have the increased expenditure so long also shall we have the large receipts from this source.

9 The threatened collapse of this industry if really  
well

Eighth sheet  
 page 16. Confidential  
 Statement-

him. I am glad the Dewan is already "studying what other reductions are feasible" and it would not be out of place to caution against large sums being spent away on useless projects and buildings as Weaver's Lines in Mysore.

10 The Dewan concludes that "a careful forecast of normal Revenue and Expenditure in future years will show that the margin of Surplus will be exceedingly small, Certainly not more than what would be required as a provision for abnormal years of drought, the recurrence of which no financial forecast of Mysore can afford to overlook". I will only add to this that if the unexpected demands arising from droughts and famines can be thus

untd.

but met from our resources  
limited as they threaten  
who no fear need be  
entertained that by  
careful study of our  
finance and Economy  
a lakh of Rupees cannot  
be found for the Transport.

|| The question, as to  
whether the Military  
Expenditure of the State  
which is supposed not-  
to benefit the Rayat  
or Taxpayer ought to be  
increased by this amount,  
cannot, as I have already  
shown, be discussed in  
its pristine purity and  
simplicity at the stage  
and in the situation we  
have found it. The  
Considerations of the  
dignity of the State and  
its duty to the Paramount  
Power alike establish,  
in my humble judgment  
the necessity for our  
Carrying



to undertake the responsibility for maintaining a Transport Corps as accepted by the Government of India, namely, 300 carts and 700 ponies, or once for all express regret for the offer made ~~without~~ ~~any deliberation~~ and ask to be allowed to withdraw from it.

3. Apart from the addition to our expenditure, which the Transport Corps will entail, there are other charges which, in the interests of good administration, we cannot any longer put off. I shall not go into the details of the improvements now in hand and those in contemplation in the Revenue and Police Departments, and of the growing demands of Education generally and of Industrial Instruction in particular, and the great wants of the State as regards protective works, all of which have a prior claim on the State. Under these circumstances and in the present state of the finances of the country, I think we should advise the Maharani Regent to request the British Government to allow her to withdraw from the proposal submitted to the Government of India

4. The British Government are aware that the constitution of the Mysore State and its relation to the British Government are different from those of the other Native States of India. The State owes its original formation and its subsequent restoration entirely to the generosity of the British Government. It had the benefit of direct British administration for fifty years before it was restored to the late Maharaja. Under the Instrument of Transfer, the Maharaja's

Prior and superior claims of Departments of Internal Administration.

The State of Mysore differently constituted from other Native States.

duties are clearly laid down. He has to keep proper accounts of his expenditure and send them to the Resident, and there exists a fixed Civil List which cannot be exceeded for purposes of his personal expenditure and that of his family. The Maharaja cannot make any changes in the system of Government or the principles under which the administration was conducted when the state was directly under British rule, without the sanction of the paramount Power. He has to abide by the advice of the British Government in all matters connected with the finances of the State. The strength of the Military forces is regulated entirely by the British Government. The State has a regular budget and a statement of its finances is laid before the Government of India every year as regularly as, and in the forms adopted by, the different administrations in British India. By these and other provisions and by the recognised course of its dealing with the State, the British Government has constituted itself, and rightly, the guardian of the interests of the Maharaja and of his State. In such a condition of affairs the question of offer and acceptance does not arise. The Government of India, by the position it has always held, is under as great an obligation as the Maharaja himself to see that in creating a charge on the annual revenues of the country for unproductive Military expenditure, the interests of a progressive administration are not made to suffer.

In the peculiar relations of Mysore to the British Government, the question of offer and acceptance does not arise.

5. The other Native Darbars have unres-

tricted

Peculiarities of  
other Native States.

powers to deal with the resources of the State, and a marked feature with most of them is the non-differentiation of a Civil List, and many of them also do not contribute anything like what their resources would justify in return for the protection they enjoy. Mysore contributes already 35 lacs in subsidy alone, and from the peculiar character of its relations to the British Government, the British Government has a moral claim upon the whole resources of the State in an emergency, and the State with its well known traditions of loyalty and habitual feeling of gratitude towards the British Throne will cheerfully respond to the call. Considering that the British Government has incurred no responsibilities and charges consequent on the offer made by the Darbar, and considering that the institution of a Transport Corps will entail a large additional unproductive expenditure on the State, which it can ill bear in its present and prospective financial condition, we may safely ask the British Government to forego the claim for an Independent Transport Corps.

Revenue inelastic,  
expenditure increasing.

6. While the claims of a progressive administration are entailing additional expenditure the revenues do not show the elasticity that was noticeable in the last few years. In fact, since last year there has been a fall in revenue, and I fear we are entering on a period of decline in revenue and reduced surpluses. From the statement furnished by the Dewan it is clear that our surpluses in the past were mainly due to the post

We should advise the Darbar to leave ~~the~~ questions of Imperial defence to the British Government to deal with.

questions of Imperial defence to the British Government both as regards the extent of the help to be given and the shape it should take. I would further recommend that, with a view to avoid all occasion for future friction and misunderstanding and disturbance of the relation of mutual confidence and good feeling that should always subsist between Mysore and the paramount Power, it be laid down, once for all, that H. H. the late Maharaja at no time intended to assume responsibility for maintaining a second regiment of cavalry for Imperial defence purposes, ~~the subject of no end of correspondence~~  
~~much of it of an irritating character, since 1887~~

7<sup>th</sup> July 1900 }  
 Bangalore }

K. S. Narayana Rao  
 Member of Council

CONFIDENTIAL.

*Enc to 88*

TRANSPORT CORPS FOR IMPERIAL SERVICE.

*Statement made by the Dewan at the Council Meeting of  
5th April 1900.*

I ask the Council to take this important subject into its consideration and after mature deliberation to arrive at a definite decision as to what the State should now do.

The whole of the previous correspondence has already been printed and circulated to the Council. In addition, I have circulated also a copy of Colonel Robertson's printed Note, dated 8th February 1900, which contains a full exposition of his view of the situation. So that all facts necessary for a decision upon the merits are now before the Council.

In arriving at that decision, I beg that the Council will be guided by the merits of the case, taking into consideration, on the one hand, the importance of the proposed service to the British Government and the honor it will bring to the Durbar, and on the other, the cost of the measure to the State,—and I particularly beg that they will not allow themselves to be influenced by any such consideration as that the Dewan has, in his correspondence with the Residency, already committed the Durbar to a particular course of action, and that in consequence they are not now at liberty to advise a different course, should such a different course commend itself to them.

As a matter of fact, I never intended to commit the State to an addition to its present annual Military expenditure on account of the proposed Transport Corps. My object in making the offer in question was, that what the State was spending for Imperial defence should be spent upon what the British Government would be able to use most, and that accordingly more should be spent upon Transport, which was more likely to be used, and less upon the Cavalry, which was not likely to be so frequently used as the Transport. I intended the offer of the Transport to be subject to the condition that the annual Military expenditure of the State should not thereby be exceeded. But Colonel Robertson says that he "can find nothing which can reasonably be regarded as a condition of the acceptance of the offer." If this means that I failed to

state the intended condition as an express formal stipulation of the offer, I can only plead that I failed to appreciate that the circumstances called for the employment of the forms of expression usual in business negotiations between private parties. I made it quite clear from the very outset that the offer was intended to be a conditional one. In support of this statement (which is the only one with which, *with Colonel Robertson's Note before you*, I need at present concern myself), let me refer you to the actual language used by me in the correspondence :—

\* Paper No. 61.

(1) In the letter\* dated Bangalore, 13th September 1897, to Colonel J. A. Campbell (Her Highness' Private Secretary) at Mysore, in which I solicited the sanction of Her Highness to send to the Resident my letter† dated the same day, making the first offer, I wrote as follows :—

† Paper No. 62.

“ Her Highness can trust me to see that the  
 “ State's burdens are not increased by this  
 “ new idea of an independent Transport Corps  
 “ which I know will be much appreciated.”

After giving this assurance, I obtained Her Highness' permission to make the proposed offer.

† Paper No. 62.

(2) The offer made is contained in my letter† to Resident, dated 13th September 1897, and in it I not only wrote what is quoted in the Resident's Note, as follows :—

“ In raising such a corps the Durbar will of course  
 “ bear in mind and give effect to the declared  
 “ policy of the Government of India in the  
 “ matter of Native States avoiding, even for  
 “ so important a purpose as Imperial defence,  
 “ any material increase to their Military  
 “ expenditure.”

But I also added—

“ Any increased expenditure required for the pur-  
 “ pose can be met by a corresponding reduc-  
 “ tion in the Local Service Regiment, the  
 “ strength of which can without inconve-  
 “ nience be easily reduced to the ordinary  
 “ scale of a Silledar Regiment before the  
 “ conversion of our three Regiments into  
 “ two.”

My statement (in the first of the above quoted passages) regarding the policy of the Government of India was based upon my recollection of the public speeches of former Viceroys (*vide* Lord Lansdowne's speech at Hyderabad—November 1892). Whether my statement in question is correct in fact or not is not really relevant. What is relevant is that when the first offer was made on 13th

discussed." But had that letter been anything more than what it purported to be—a hurried attempt to indicate what the Durbar's wishes were and how they were proceeding to accomplish those wishes—or had it been written under circumstances other than those described in my confidential letter\* of 28th December 1899, to which description I wish to add nothing, then, in that case, there would probably have been greater express stress laid in it upon the avoidance of extra cost in maintenance as a necessary condition of my proposal. But I submit that the letter, even as it stands, if read as a whole, shows that the proposal had not then advanced beyond the stage of investigation and discussion. It gives "a brief statement of how the matter stands," and this "brief statement" is given under various heads, the last of which is as follows:—

\* No. 83.

"6. If you can obtain for me any advice or suggestion on the best method of organizing  
"and maintaining the proposed Transport  
"Corps, I shall feel much obliged."

And the "brief statement" is followed by the following final sentence and postscript:—

"I am afraid the above is very meagre, but I  
"trust it contains the basis on which you  
"can obtain from the Government of India  
"an expression of their views on the subject  
"and what they would be prepared to  
"approve and sanction."

"P. S.—I have asked Major Jones to give you  
"any other information you may require."

(6) In my letter† of 28th December 1899 I wrote as follows:—

† No. 84.

"My own opinion is that the State should provide by a fresh grant all buildings, carts, horses, etc., required for the new Transport Corps, that is, the whole of the initial expenditure. The annual upkeep, which would be a permanent charge on the resources of the State, should be provided by reductions in present expenditure, so that the future Military Budget (Cavalry and new Transport) should be within the limits of the Cavalry Budget of 1898-99, of which the details are given in Statement II."

In quoting the foregoing extracts my object is to show that from the very outset and in every letter I wrote, I

stated most explicitly the intention that the Transport should entail no additional annual expenditure upon the State, for its maintenance.

I would add that my opinion regarding the financial obligation of the State to the Imperial Government has always been that stated in my appeal to the Secretary of State regarding the Enhanced Subsidy (memo dated 29th September 1896), and such being the case, it was impossible for me to contemplate—and I never did contemplate—any addition to the State's existing financial burdens by means of a new Transport Corps. Indeed, before the offer was first made I gave Her Highness, as already stated, the distinct assurance that the State's burdens would not be increased by the new Transport Corps.

Colonel Robertson in his Note refers to my memo, dated Calcutta 9th March 1899, which set forth a combined scheme of Cavalry reorganization, and a new Transport Corps, which together would have entailed upon the State an increased expenditure of some Rs. 90,000 per annum. This scheme would have provided the State with a properly armed force for Police purposes, and this we knew was a real want from our experience at Ganjam and elsewhere.

I may here further explain that, before I submitted the above scheme, I discussed its details with Colonel Robertson. I afterwards understood from him that he was able to give it his own support, and further that it would be accepted at Calcutta. I then submitted it. I say this not with the object of disclaiming my own responsibility for the scheme, but with the object of showing how fully the necessity was at that time recognized of adopting some method of satisfying the financial conscience of the State, and how with this aim it was then proposed to merge the increase of expenditure in a combined scheme of both additional local protection and new Imperial Transport. If that scheme had been sanctioned, the Durbar would have been saved future new expenditure for an armed Police force, a saving which no Transport scheme by itself is capable of yielding. Now that the whole combined scheme has been rejected, it is scarcely fair to detach the solitary fact of its having been submitted and of its having contemplated some additional expenditure upon the *whole* of it, and to quote it as an argument in any discussion which concerns only a Transport Scheme.

It was the combined scheme of Cavalry reorganization and new Transport, as per my memo dated Calcutta 9th March 1899, which received the approval of Council in the Resolution of 3rd April 1899.

*Remd to 88.*

**CONFIDENTIAL**

**TRANSPORT CORPS FOR IMPERIAL SERVICE.**

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*Supplemental Statement by the Dewan, dated Camp,  
Gotacamund, 30th April 1900.*

At the Council meeting of the 5th instant there was some discussion regarding the scope and effect of Residency letter of the 24th March 1898, the action taken by the Durbar after receipt of that letter, and the occasions on which, and the form in which, the subject had come before the Council. A brief history of what transpired after the receipt of Residency letter of the 24th March 1898 has accordingly been prepared, and the principal papers relating to the action taken have been collected into a separate file. This brief history and the separate file will be circulated to the Councillors. I would add the following observations with the request that the same may be regarded as supplementary to my statement of the 5th instant.

The first question for consideration is, what is the exact situation resulting from the orders of the Government of India conveyed in Resident's letter dated 24th March 1898? This situation has been put in the following categorical form:—

- 1st. A proposal was made in the Dewan's letter dated 15th December 1897.
- 2nd. This proposal was accepted in Resident's letter dated 24th March 1898. And
- 3rd. Hence these results, the obligation on the part of the Durbar to carry out the arrangement thus proposed and accepted.

To meet this argument it is only necessary to point out that my letter of 15th December 1897 was not intended to convey any final proposal by the Durbar. It was only intended to inform the Government of India of what was being done, or, in the express words of the letter, it was an "attempt to give hereunder a brief statement of how the matter stands." This "brief statement" consists of six parts, each having a separate number given to it.

It is important to consider the intention and effect of this method. It amounts to this: I had a complex idea to convey, and I attempted to convey it by stating its component parts. The result is, that every numbered part is essential to a full conception of the intended idea. Under No. 1, I gave the proposed composition of the corps. Under No. 2, I stated how the cost was proposed to be met. Under No. 3, I stated distinctly that the organization,

maintenance and employment of the Transport Corps remained to be studied and elaborated. I explained how we were proposing to do this, and I added that the *initial cost* would be provided by a new grant from the State, but that any addition to the present Military Budget on account of *annual maintenance* should be avoided. Under No. 4, I asked for help to carry out the investigation necessary for the purpose of No. 3. Under No. 5, I referred to possible ways of the remunerative employment of the corps. And under No. 6, I asked for advice or suggestion as to the best method of organizing and maintaining the corps. The context of the letter clearly shows that the whole of the above numbered parts were intended to be taken collectively and read together as forming a connected whole. What extra expenditure the Durbar were prepared to incur (namely the whole of the initial outlay) and what extra expenditure they wished to avoid (namely the cost of the annual maintenance), were expressly stated, and these were necessary elements of the entire proposal.

Next we may examine the Resident's letter of 24th March 1898 to see if it was the intention of the Government of India to eliminate these elements from its consideration. The letter recites Her Highness' desire to provide a Transport Corps (as expressed in my letter of 13th September 1897), next it quotes the proposed strength of the corps (as given in my letter of 15th December 1897), and mentions that the cost was to be met, in part at least, from certain savings (also quoting from my letter of 15th December 1897), and then it proceeds to convey the approval of the proposal by the Government of India. There is nothing to show that this approval applied only to the formation of a corps of the proposed strength, and that it omitted to take any account of the other elements of the proposal, or in particular of what I had stated about the cost, in the following words:—

“The initial cost of providing the 300 carts and  
 “the necessary number of ponies the Durbar  
 “are prepared to meet by means of a special  
 “grant; but as regards annual maintenance,  
 “they are, for obvious reasons, anxious to  
 “avoid an addition to the present Military  
 “Budget, as any such addition would  
 “be a permanent charge upon the State's  
 “resources.”

On the contrary, para 3 of Resident's letter expressly said that the Government of India awaited “a further report” in detail regarding “initial outlay,” “annual maintenance charges,” and “savings to be effected” by proposed reductions, just those very points which I had mentioned in my letter under heads Nos. 2, 3 and 5, and it also

hinted that the materials for this "further report" would become available after Major Jones and the Inspecting Officer had been enabled to visit Jeypur and Gwalior.

When I used the words "permanent charge" my meaning was that the cost of a Transport Corps would practically be as permanent a charge upon the resources of the State, as for instance the British Subsidy, and would not be capable of reduction on occasions of financial pressure, such for instance as the annual D. P. W. grant or even the ordinary Administration establishments, all which we would be at liberty to reduce on occasions of need.

I have dwelt at such length upon the scope and effect of my letter of the 15th December 1897 and the Resident's reply of 24th March 1898, because these two letters really contain the whole of the basis wherefrom the Durbar's obligation is apparently deduced.

I must now say a few words on the second stage (which occupied nearly a whole year and ended with my memo dated Calcutta 9th March 1899), and also on the present situation.

The action taken after receipt of Resident's letter dated 24th March 1898 is fully described in the 'brief history' and 'separate file' already referred to. What transpired was briefly as follows :—

(1) There was first Major Jones' and Captain Peyton's visit to Gwalior and Jeypur, and then their reports on the Transport Corps of those States and their recommendations as regards a proposed Transport Corps for Mysore. Upon these data it was found—

- (a) That a Transport Corps for Mysore would cost much more than had been anticipated ; and
- (b) That Gwalior and Jeypur used their Transport Corps for sundry carrying work of the State at their respective head-quarters, and that similar employment in Mysore for our proposed Transport Corps would yield no income worth being regarded as any recoupment towards the cost of maintenance.

(2) Next was considered the proposal that the Barr (Local Infantry) should be abolished altogether. This proposal, as well as any other large reduction of the local Army, was rejected on the ground that the existing local

(3) Then there was the advent of the Plague, which brought home to us the following facts :—

- (a) How easily the financial equilibrium of the State could be disturbed and how essential it was to study economy in every direction ; and
- (b) How the local Police and local Army required large and costly improvements to ensure their efficiency in the interests of local order when the same should be threatened by such riots as those which occurred in connection with Plague measures.

(4) About the same time, it was found undesirable to defer, any longer, sanction to the scheme of larger salaries to the Cavalry, especially the Imperial Service Cavalry, which had been under consideration from so far back as the date of Mr. Biddulph's report, and the non-sanction of which had actually brought recruiting to a standstill.

(5) The elaboration (under the circumstances mentioned in (3) and (4) above) of a combined scheme both for the reorganization of the Cavalry and the formation of a new Transport, came thus to be undertaken. This scheme was duly considered in Council and was approved in Resolution dated 30th January 1899. It was to the following main effect :—

- (a) Instead of two existing Regiments of Cavalry (one Imperial Service and the other Local Service), there should be six Squadrons, trained and armed as the Imperial Service Cavalry, two at least of the six Squadrons being "regarded (with the approval of the Government of India) as *Depôt Squadrons* always available for service in *"Mysore."*
- (b) The pay and allowances of all the six Squadrons to be raised to the scale in force for the Bengal Cavalry. And
- (c) A new separate Transport Corps to be formed with 450 ponies,\* in lieu of the existing Transport of 300 ponies. And
- (d) The above combined scheme was to involve an extra cost of Rs. 31,745 per annum.

\* Compare this with the much larger strength of 300 carts and 700 ponies mentioned in my letter of 15th December 1897.

(6) The above scheme afterwards formed the subject of prolonged discussion between Colonel Robertson and myself both at Bangalore and on our voyage to Calcutta. As the result of such discussion I finally agreed, when at Calcutta, to raise the strength of the proposed new Transport Corps to 200 carts and 500 ponies, which was the Gwalior scale of strength, and at the same time I agreed also to retain *both* Cavalry Regiments, but with a reduced strength for

each of 360 Sowars and proportionate other ranks, both Regiments being trained and armed according to the standard prescribed for the Imperial Service Cavalry, and it being understood that "only one Regiment would be liable at one and the same time to be ordered out of Mysore for active service." I drew up at Calcutta my memo dated 9th March 1899 explaining and describing the modified scheme. I showed this draft to Colonel Robertson and learnt from him that he was able to give his own support to the scheme in the modified form as per that draft, and further that the same was acceptable to the authorities at Calcutta. I thereupon submitted my memo dated Calcutta 9th March 1899 with a covering letter of the same date.

(7) After my return from Calcutta, I placed this modified scheme before the Council with an explanatory note. The extra cost of the scheme was nearly Rs. 90,000, or three times that of the former scheme passed in Council on 30th January 1899. But it was calculated to secure a proper armed force for local protection, besides enabling the State to provide a substantial Transport Corps. These considerations, and the circumstances under which the modified scheme was framed in Calcutta, induced the Council to accept it by Resolution dated 3rd April 1899.

(8) The Government Proceedings of 19th April 1899 were thereafter issued to bring into effect this Resolution, and it has duly been already carried out to the extent of giving the rates of increased pay to all ranks of the existing Imperial Service Regiment. This action was taken under the full expectation that the scheme, dated Calcutta 9th March 1899, would in due course receive the sanction of the Government of India. This expectation was not unreasonable under the circumstances above narrated.

The above brief narrative of action taken since the receipt of Resident's letter of 24th March 1898 will show how strenuously and continuously I endeavoured to provide a Transport Corps; how, when the original calculation as to meeting extra cost by means of reductions was found to be unrealizable, I threw the Transport proposal into a general Cavalry reorganization scheme, the pressing necessity of which, both as regards improved pay and better training and arms, was universally accepted; how this combination of Transport with Cavalry reorganization was designed to meet the financial situation, and how really anxious we all were (myself at first at Calcutta and the Council after my return from Calcutta) to modify the original Cavalry reorganization *cum* Transport Scheme, so as to secure for it the approval of the Resident and the Government of India.

Colonel Robertson, in his Note, refers to the fact that the scheme dated Calcutta 9th March 1899 would have cost the State an extra expenditure of Rs. 90,000 per annum, but I can only ask that that scheme may be considered along with all that had previously transpired as narrated above, and that it may further be remembered that that scheme if sanctioned would have saved us fresh expenditure of fully the said amount or even more for an armed or extra Police. Throughout the whole time the subject was under consideration, it was fully recognized that a combined scheme afforded the best financial justification for the required extra expenditure.

\* *Vide* Appendix A.

I have but very little to say regarding what has happened since the submission of my scheme dated Calcutta 9th March 1899. On the one hand, the scheme has failed to meet with the approval of the Government of India; on the other, local financial conditions have become distinctly worse. The official year closed on 30th June 1899, and when the year's accounts came to be made up, proved to be financially much worse than I had feared it to be. I have attempted to explain, in a separate memo,\* the present financial situation and the real necessity which exists for strict economy in every department. It will be seen therefrom that the avoidance of extra Military expenditure, which in 1897 was a question of State policy, has in 1900 become one of ordinary financial prudence.

To sum up the whole case, the difference between Colonel Robertson and me is one of form only. He says I never put the condition of cost in the following form :—

No Transport Corps whatever is to be provided unless the extra cost could be met from savings.

And he regards this as a new idea, which sprung into existence after the rejection of the scheme of 9th March 1899. Whereas, as a matter of fact, I always stated the identical idea only in a different form as follows :—

The Transport to be provided should be such as entailed no additional expenditure for its maintenance.

All this discussion about the past correspondence is perhaps profitless. The view that Colonel Robertson takes of the situation is apparently the result, not so much of what I said or left unsaid, as of a not unnatural line of thought somewhat as follows :—

Here is a first class Native State wishing to take active part in Imperial Defence, and with that object offering to provide a Transport

Corps. True enough the Dewan intended to avoid extra Military cost to the State. But surely he and the Durbar will not seriously allow so small a matter as an annual extra lakh or two to stand in the way of their accomplishing their object, seeing that the State is in very affluent circumstances.

Thus the most important question for present investigation is the reputed affluence of the State. Colonel Robertson in his Note says he has no means at his disposal to enable him to discuss the financial exigencies of the situation. It accordingly becomes my duty to place before him as quickly as possible complete materials regarding the present and prospective finances of the State. By a close study of them, and by viewing the situation from the point of view of the "Maharaja of Mysore,"—as, with his known deep interest in the young Maharaja's future career and the well-being of the State, he will doubtless do,—and taking into full consideration the State's obligations to the Imperial Government on the one hand and to the Mysore tax-payer on the other, I feel sure he will be able to arrive at the following conclusions:—

*1st.*—The financial condition is no longer one of exceptionally large annual surpluses, that it used to be before 1896-97. Generally stated, it is one merely of a healthy financial equilibrium, with the income and expenditure nearly balancing each other, with small surpluses in prosperous years, which, by careful husbanding, have to be made available to meet the deficits of abnormal years. The last two years have been abnormal ones with large deficits.

*2nd.*—It must be remembered that the large income derived from gold mines (about 10 to 13 lakhs per annum during the past three years) cannot be regarded as permanent. The mining companies themselves are afraid of binding themselves to take the proposed Electric Power for ten years, on the ground that within a much shorter time the gold-bearing reefs might get worked out.

*3rd.*—The income from the Invested Surplus (some 4½ lakhs) will disappear when the surplus is used up, as it will soon be (*vide* Appendix A).

*4th.*—The interest on current deposits in the Madras Bank (formerly 1 to 1½ lakhs) also disappears, because the Bank wishes to discontinue the system owing to the smallness of our cash balance in the busy season.

*5th.*—Much of our financial prosperity during the past decade was due to the large local expenditure on Railways and other Public Works (Irrigation etc.). When such

expenditure ceases, as it will in two or three years, a lowering of the general income must ensue.

6th.—Our Railways and Irrigation Works are more of the nature of “Protective” than “Remunerative” works, and taken collectively they yield less than investments in Government Securities.

7th.—The *incidence* of taxation in Mysore is not capable of enhancement and no increase of revenue from this source can be expected.

8th.—Further expansion of cultivation is unlikely, as the area under cultivation is already as large as the present population can manage.

9th.—With no relations with the outside money market, it is a necessary condition of sound finance in every Native State (at least it is so in Mysore) to accumulate a surplus to fall back upon in abnormal years, such as the two we have had. Hence the necessity of some surplus in normal years.

10th.—The attempt is being made to cut down the annual D. P. W. grant to 25 lakhs (20 lakhs ordinary + 5 lakhs Marikanave) from 33½ lakhs in 1898-99. What other reductions are feasible is being studied. On the other hand, we have to provide for new annual expenditures which are of an obligatory character, such as sanctioned pensions for members of the Royal Family, improvement of Police, New Land Record Department, etc., not to mention the large sums required for extensions of the Cities of Bangalore, Mysore and the Kolar Gold Field, the drainage of the two former places, which have as yet been provided with water-supply only, both the drainage and water-supply of the last-named place, the necessity for these measures of extension, drainage and water-supply having been forcibly brought home to us by the Plague.

11th.—Our accumulated surplus of past years is all invested in Government of India Securities. Their value is at present much depressed owing to temporary abnormal causes, such as the Famine, Plague, and War, and therefore we are unable to sell them now except at a considerable loss. Under such circumstances, we have to borrow the money we want for even the current purposes of the administration.

12th.—A careful forecast of normal Revenue and Expenditure in future years will show that the margin of surplus will be exceedingly small, certainly not more than what would be required as a provision for abnormal years of drought, the recurrence of which no financial forecast of Mysore can afford to overlook. If any large item like the gold mines fails, the financial condition would border upon insolvency.

13th.—It is inexpedient to curtail, by means of new charges, the 43½ per cent of net annual Income which alone is available in this State for expenditure in ways directly benefiting the tax-payer (*vide* Appendix A).

14th.—Under such circumstances it would be unwise on the part of the State to undertake any new *permanent* obligations, that is to say, obligations which it will not be in the State's power to curtail on occasions of financial pressure.

15th.—The present especially is a most inopportune time for any measure involving new annual expenditure, even subject to the condition that the measure is to be carried out *only* after the disappearance of the existing abnormal conditions. It would be wiser to wait till they actually disappear. The financial situation now is very complicated and great caution is necessary.

While the State's accumulated surplus of the past era of financial prosperity from 1885 to 1896 is being utilized in part to complete important works in hand, such as the Marikanave Reservoir and the Mysore Palace, and in part to undertake the two great works under immediate contemplation—the Kaveri Electrical Power Scheme and the Erode Railway,—I am at the same time keenly alive to the necessity of keeping the ordinary annual expenditure well within the limits of the annual income.

K. SHESHADRI IYER,  
*Dewan of Mysore.*

OOTACAMUND,  
30th April 1900.

Appendix A

MEMORANDUM OF THE MYSORE FINANCES  
FROM 1881-82 TO 1899-1900.

Annual Revenue and Expenditure under all heads, and Surplus at the  
end of each year, from 1881-82 to 1899-1900.

| No. | Years.                      | Receipts.  | Disbursements. | Balance<br>Surplus +<br>Deficit — | Remarks.                                                                                                                |
|-----|-----------------------------|------------|----------------|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------|
|     |                             | Rs.        | Rs.            | Rs.                               |                                                                                                                         |
| 1   | 1881-82 ...                 | 108,50,991 | 119,33,155     | — 10,82,164                       | This deficit was partly met<br>by the local loan of 20 lakhs<br>raised in 1882-83.                                      |
| 2   | 1882-83 ...                 | 106,50,053 | 116,12,347     | — 9,62,294                        |                                                                                                                         |
| 3   | 1883-84 ...                 | 109,47,008 | 110,85,602     | — 1,38,594                        |                                                                                                                         |
| 4   | 1884-85 ...                 | 104,49,101 | 105,53,096     | — 1,03,995                        |                                                                                                                         |
| 5   | 1885-86 ...                 | 118,73,774 | 107,63,991     | + 11,09,783                       |                                                                                                                         |
| 6   | 1886-87 ...                 | 128,71,976 | 110,24,639     | + 18,47,337                       |                                                                                                                         |
| 7   | 1887-88 ...                 | 132,54,526 | 117,80,157     | + 14,74,369                       |                                                                                                                         |
| 8   | 1888-89 ...                 | 132,82,717 | 121,05,762     | + 11,83,955                       |                                                                                                                         |
| 9   | 1889-90 ...                 | 144,73,857 | 129,98,267     | + 14,75,590                       |                                                                                                                         |
| 10  | 1890-91 ...                 | 146,41,255 | 133,76,623     | + 12,64,632                       |                                                                                                                         |
| 11  | 1891-92 ...<br>(15 months). | 160,43,703 | 175,87,851     | — 15,44,148                       | This deficit was due to alter-<br>ation in <i>Khishtbani</i> (System<br>of instalments for payment<br>of Land Revenue). |
| 12  | 1892-93 ...                 | 169,64,144 | 165,31,211     | + 4,32,933                        |                                                                                                                         |
| 13  | 1893-94 ...                 | 173,60,094 | 156,86,868     | + 16,73,226                       |                                                                                                                         |
| 14  | 1894-95 ...                 | 180,51,490 | 163,65,943     | + 16,85,547                       |                                                                                                                         |
| 15  | 1895-96 ...                 | 182,67,987 | 162,63,712     | + 20,04,275                       |                                                                                                                         |
| 16  | 1896-97 ...                 | 177,22,764 | 170,37,583     | + 6,85,181                        |                                                                                                                         |
| 17  | 1897-98 ...                 | 192,79,590 | 187,39,666     | + 5,39,924                        |                                                                                                                         |
| 18  | 1898-99 ...                 | 179,69,574 | 201,10,243     | — 21,40,669                       | These deficits were due to the<br>Plague.                                                                               |
| 19  | 1899-1900 ...<br>(Budget)   | 183,50,000 | 192,24,781     | — 8,74,781                        |                                                                                                                         |

*Notes.*

Now that the enhanced subsidy is being levied from 1896-97, we cannot expect the large annual surpluses we used to have before that year.

The enhanced subsidy had been waived for 15 years from 1881-82 to 1895-96 and the amount thus waived was  $15 \times 10\frac{1}{2} = 157\frac{1}{2}$  lakhs. The surplus accumulated up to 30th June 1899 amounted to Rs. 151 $\frac{1}{4}$  lakhs as follows :—

|                                   |      |                          |
|-----------------------------------|------|--------------------------|
| Invested in Government Securities | .... | 119 $\frac{3}{4}$ lakhs. |
| Old Railway Redemption Fund       | .... | 31 $\frac{1}{2}$ „       |
| Total                             | .... | 151 $\frac{1}{4}$ lakhs. |

Out of this total, a sum of 50 $\frac{3}{4}$  lakhs has been set apart to form the new Railway Redemption Fund; the balance is 100 $\frac{1}{2}$  lakhs. Out of this balance, we have to meet the following:—

|                                                                                                                                                                                                                                                               |      |                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------------------------|
| Deficit of last year (21 $\frac{1}{2}$ lakhs) and anticipated deficit of current year (9 lakhs), besides 4 lakhs, proposed grant for previous Palace marriages, and 3 lakhs, estimated expenditure upon the approaching marriage of His Highness the Maharaja | .... | 37 $\frac{1}{2}$ lakhs |
| Kaveri Electrical Power Scheme                                                                                                                                                                                                                                | .... | 42 „                   |
| Total                                                                                                                                                                                                                                                         | .... | 79 $\frac{1}{2}$ lakhs |

The surplus will thus be reduced to 21 lakhs. From this, as well as from such surplus as may accrue in the next few years, we have to provide for the completion of the Marikanave Reservoir and the Mysore Palace, for the repayment of the Local Railway Loan of 20 lakhs which is repayable in August 1902, for the Mysore Section of the proposed Railway to Erode costing about 21 lakhs, etc. To accomplish all this, the strictest economy must be enforced in every Department, and the annual D. P. W. grant should be reduced to 25 lakhs. It would also be desirable to renew the Local Railway Loan for another 20 years.

A study of the financial situation will show, 1st, that in future years we cannot expect any such large surpluses as in the years before 1896-97; and 2nd, that, *if seasons are favorable*, we may expect to balance Income and Expenditure with a small margin of saving to meet unexpected contingencies, but no large accumulation as in the past can be expected to accrue in the future.

The State is just now in a critical financial position. The Plague has dislocated traffic, and made the people poorer in every way, and crippled every important item of revenue. Moreover, last year was one of scanty rainfall

and short harvest. The prices now are abnormally high, and we are anxiously looking forward to an early South-West Monsoon to avert drought and famine from the State. If the next South-West Monsoon fails, we shall have to undertake Famine relief on an extensive scale, and at the same time our revenue from all sources will largely decline.

It must always be borne in mind that even for large reproductive Public Works, we have to provide funds from State Revenue, as we have neither the power nor the facility for any borrowing operations in the large money market of England, and our borrowing either in India or in England, even when feasible, must be unduly expensive. This was our experience when we borrowed for the State Railway.

The average net annual income of the State, after the deduction of charges of collection, is about 142½ lakhs.

The paramount charges of the State amount to 80½ lakhs as below :—

|                                                                          |      |      |     |        |
|--------------------------------------------------------------------------|------|------|-----|--------|
| Subsidy                                                                  | .... | .... | 35  | lakhs. |
| Civil List                                                               | .... | .... | 14  | ,,     |
| Pensions to the members of the<br>Royal Family and Political<br>pensions | .... | .... | 4½  | ,,     |
| Army                                                                     | .... | .... | 10  | ,,     |
| Police                                                                   | .... | .... | 9   | ,,     |
| Law and Justice                                                          | .... | .... | 8½  | ,,     |
| Total                                                                    |      |      | 80½ | lakhs. |

The balance left for purposes directly benefiting the tax-payer, such as Education, Medical Relief, Works of public utility etc., is only 62 lakhs per annum, or hardly 43½ per cent of the Net Income.

K. S.

BANGALORE

14/11

511

89



My Dear Sir,

With regards to the

Transfer of land.

Let me know if you require

any more land.

Yours faithfully

John A. Smith



SL 17/20  
Bangalore  
14<sup>th</sup> July 1900.

My dear Col. Robertson,

The only paper printed re<sup>g</sup> the Transport are all in the accompanying two compilations.

I also circulated to the Hon. Members the accompanying type-written brief history of what transpired after receipt of Residency letter of 24<sup>th</sup> March/98 with the file of papers in original. Mr. Krishna Murthy refers to this also to my Supplemental Statement and annexed Financial Memo. These are printed in continuation of my statement to Council of 5<sup>th</sup> April at Bangalore.

6 Copies sent.

TRANSPORT CORPS FOR IMPERIAL SERVICE.

Brief History of what transpired after receipt of Residency letter dated 24th March 1898.

*See file*

-----  
Major R.G.Jones, Military Assistant to Mysore Government, visited Gwalior and Joypur in July 1898, in accordance with the proposal in Dewan's D.O. letter of 15th December 1897.

He reported regarding the Transport Corps of those States and submitted his suggestions for the proposed Transport Corps in Mysore.

2. At the request of the Resident, Captain A.G.Poyton, (Inspecting Officer, Mysore Imperial Service Troops) also inspected the Transport Corps of Gwalior and Joypur and submitted his report dated 24th July 1898.

The Military Assistant again, on the 13th November 1898, submitted a Memo showing in detail the initial and recurrent cost of the proposed Transport Corps.

3. From the above-mentioned data it was clear that the proposed Transport Corps of Mysore would cost much more than had been anticipated.

4. Proposals for the abolition of the Be Force were made and abandoned on the ground of objections entertained to doing away with this kind of Military Force. There were also strong sentimental objections which proved the attempt to effect any material reduction

in the strength of the already very small Military Force of the State.

On the other hand, an increase of pay to all ranks of the Cavalry especially of the Imperial Service Regiment was becoming daily more urgent. Moreover it was felt (after our experience at Ganjam and elsewhere) that the Local Service Cavalry Regiment without proper arms and discipline was not of much practical value even for the requirements of internal protection.

5. Under such circumstances was undertaken a complete Re-organisation of the Cavalry, (Imperial and Local) together with the Formation of the Independent Transport Corps which has been under consideration since 1897. The proposals first made regarding a combined scheme of Cavalry Re-organisation and New Transport are contained in the Military Assistant's Memo dated 28th January 1899.

6. The combined scheme as explained in these Memos was duly considered in Council and on 30th January 1899 the Council passed a resolution sanctioning it, subject to the approval of the Government of India. The main features of the scheme thus sanctioned were:-

- 1st. The existing two Cavalry Regiments (one Imperial and one Local) consisting of 8 Squadrons, to be reduced and converted into 6 Squadrons trained and armed as the Imperial Service Cavalry already was, two at least of the said 6 Squadrons being regarded (with the approval of the Government of India) as Depot Squadrons, always available for

service in Mysore. The pay and the emoluments for all ranks in the 6 Squadrons to be at the same time raised to the scale in force in Bengal.

2ndly. A Transport Train for Imperial service to be formed consisting of 3 Troops of 150 ponies each (Total 450 ponies).

7. The above scheme was unofficially submitted to the Resident and was the subject of discussion between Col. Robertson and the Dewan, in February and March 1899, both at Bangalore and on their voyage to Calcutta. At Calcutta the Dewan agreed to modify it by increasing the proposed Transport Corps to the strength of the Gwalior Transport Corps and by retaining the two Regiments of Cavalry though on a somewhat reduced strength. The modified scheme was embodied in the Dewan's Memo A, dated Calcutta 9th March 1899, and being assured by the Resident of his ability to give the modified scheme his support and being further given to understand that it was acceptable by the authorities at Calcutta, the Dewan submitted it with a covering letter also dated Calcutta 9th March 1899.

The modified scheme thus submitted provided for:-

1st. A Transport Corps of 200 carts and 500 ponies (same as the Gwalior strength). And

2nd. The conversion of the existing Regiments (one Imperial and one Local) into two Regiments with a strength of 360 Sowars and proportionate other

rank, both being trained and armed according to the standard provided for the Imperial Service Cavalry, and it being understood that "only one Regiment would be liable at one and the same time to be ordered out of 'Imperial Service'."

Calcutta, the

the modi-

Bangalore  
24<sup>th</sup> July 1900.



Regarding the  
Transport Corps

My dear Mr. R. ...

~~I am writing to you D.O. letter~~

I 13 ... I beg to  
send herewith a copy of revised  
minute submitted by Mr.

Mr. ... which I may be  
kindly substituted for the one formerly  
submitted and may sent & the letter

~~and also~~ I beg also that the all copies  
6 ~~per~~ Copies of the Printed Compilation

11 Mysore ... Service Corps  
~~which I beg to~~ ... be  
in the sent with ... D.O. 21<sup>st</sup>

CONFIDENTIAL.

No. 4690.

FROM

H. R. C. DOBBS, Esq., I. C. S.,  
FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

TO

THE OFFICIATING DEWAN OF MYSORE.

*Dated Bangalore, the 14th September 1900.*

SIR,

I am directed to invite a reference to the correspondence which ended with Colonel Robertson's demi official letter to the Dewan dated the 18th February 1900, on the subject of the offer of the Mysore State to provide for Imperial Service a separate transport train of carts and ponies. The correspondence has hitherto been conducted demi officially; but it has now been found convenient to bring the principal letters upon official record, and the Resident proposes henceforth to treat the matter officially.

2. With the Resident's letter quoted above was forwarded a note laying down certain propositions which seemed to Colonel Robertson to be supported by the previous correspondence on the subject; the history of this long pending question was recapitulated; and the Darbar was requested to give precedence to it in the disposal of current business. No definite conclusion has however, so far as Colonel Robertson is aware, been yet reached by the Darbar, nor has any real progress been made in the discussion. The Resident was furnished by Sir Sheshadri Iyer with copies of the minutes recorded by the three Councillors, Mr. Thumboo Chetty, Mr. Krishna Murti and Mr. Madhava Rao, in the matter, and also with a copy of the statement made by the Dewan at the Council meeting of the 5th April 1900. But so conflicting are the opinions of the Councillors as expressed in these minutes that the submission of the definite proposal which is awaited by the Government of India is practically impossible. Colonel Robertson will therefore be obliged if the Council *as a body* will now come to a decision on this extremely protracted case and favour him with an early statement of their views.

3. So far as the Resident understands, the grounds upon which Sir Sheshadri Iyer based his desire to substitute for the Transport Train originally \*offered, the smaller Train proposed in his †note dated the 9th March 1899, are those stated in the third paragraph from the end of his ‡demi official letter of the 28th December 1899. In his demi official §letter dated the 15th December 1897 Sir Sheshadri Iyer had proposed, after a discussion with the Resident and Sir Howard Mellis, to provide altogether 800 ponies and 300 carts. He stated that he anticipated that a reduction of 200 sowars from the Imperial Service and Local Service Cavalry would provide sufficient for the maintenance of 400 ponies; and he expressed a hope that the cost of maintaining the other 400 ponies might be recouped 'to a large extent' by the use of the animals in various ways during ordinary times. But in his letter of the 28th December 1899 the Dewan stated that the accurate data placed at his disposal by Major Jones and Captain Peyton had convinced him that the anticipations entertained by him when the letter of the 15th December 1897 was written could not be realized.

\* 300 carts and 700 ponies for a Transport Train. In addition 100 ponies for Regimental Transport.

† No. 80 printed collection.

‡ No. 83 printed collection.

§ No. 75 printed collection.

4. In view of the above statement Colonel Robertson considers that the only question which can be profitably investigated is as to whether the calculations upon which the Dewan based the offer contained in his demi-official letter of the 15th December 1897 were or were not mistaken. For the purpose of this investigation the following appear to be the points to which attention should be directed :—

- (1) What would be the annual cost of maintenance of 400 ponies and 150 carts ?
- (2) What has been the saving to the Mysore State by the reduction of 200 sowars ?
- (3) To what extent could the cost of maintaining the other 400 ponies be recouped by the use of the animals in various ways during ordinary times ?

5. With regard to the first of the above points, it was calculated by

\* No. 80. Printed collection.  
Page 60 B.

Sir Sheshadri Iyer in his Note\* dated the 9th March 1899 that the entire annual cost of 4 Transport Troops of 125 ponies each with the Head-Quarter Staff would be Rs. 1,55,908. This estimate was to some extent revised in the statement accompanying Sir Sheshadri Iyer's demi-official letter\* dated

the 28th December 1899, and the annual cost was put at Rs. 1,68,125. The reason for the difference in these two estimates was not stated ; but after careful examination Colonel Robertson has come to the conclusion that the former estimate, though possibly somewhat excessive, as indicated below in the column of remarks, may be accepted as practically correct. The details of the two estimates are compared below :—

| ITEMS.                                                           | Cost of Troop<br>as estimated<br>on the 28th<br>December<br>1899. | Cost of Troop<br>as estimated<br>on the 9th<br>March 1899. | REMARKS.                                                                                                                                                                                       |
|------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. Feed of ponies at Rs. 15<br>per mensem for each pony.         | Rs.<br>22,500                                                     | Rs.<br>22,500                                              | The Resident is informed that Rs. 13-8<br>per mensem would cover the cost=<br>Rs. 20,250.                                                                                                      |
| B. Cost of line gear ...                                         | 2,500                                                             | 1,855                                                      | The Resident is informed that the cost<br>of line gear in the Imperial Service<br>Regiment does not exceed Rs. 10 per<br>annum = Rs. 1,250.                                                    |
| C. Clothing &c., of attendants.                                  | 2,119                                                             | 2,250                                                      | Rs. 2,119 seems correct.                                                                                                                                                                       |
| D. Pay of attendants and<br>Troop Establishment ...              | 8,640                                                             | 8,508                                                      | Rs. 8,640 seems correct.                                                                                                                                                                       |
| E. Repairs and replacement to<br>keep corps always efficient ... | 2,978                                                             | 650                                                        | The Resident is informed that labour is<br>provided for in the store establishment.<br>Rs. 1,500 per annum seems sufficient<br>for cost of material.                                           |
| Total annual cost of a Troop<br>of 125 ponies ...                | 38,737                                                            | 35,823                                                     | Rs. 33,759.                                                                                                                                                                                    |
| Total annual cost of four<br>Troops ...                          | 1,54,948                                                          | 1,43,292                                                   | Rs. 1,35,036.                                                                                                                                                                                  |
| Head Quarter Staff. { F. Establish-<br>ment ...                  | 12,936                                                            | 12,216                                                     | The Resident is informed that as the store<br>and office establishment required are<br>at present entertained against Military<br>Stores the charge should apparently not<br>exceed Rs. 5,220. |
| G. Clothing..                                                    | 241                                                               | 400                                                        |                                                                                                                                                                                                |

Comptd



Mysore  
Hansford  
18.9.1900

SLK

Dear Major Jones.

I have read the enclosed and  
return it to me as soon as possible  
with a Memo of your views, especially  
as regards the correctness or other-  
wise of the figures given in the  
Residency letter - You will be able  
to tell me the basis on which the  
calculations have been made.  
The matter requires very careful dis-  
posal & I would like to talk over  
the matter with you before circulating  
the letter to Government. When may  
I expect you here for the Durbar?  
Yours sincerely  
Arthur H. H. H.



18/9

5415

My dear Major Jones.

Here for any again  
at Transports! This  
is the only file <sup>5</sup> that  
was on Durand's  
Table in his bag. I  
meant to have  
asked him to bring it  
it, but somehow  
I forgot - it - at  
the last moment.

---

Confidential - 5/16



By

My Dear Major Jones

I sent you by the  
messenger this week  
a riding committee  
of 2 Transport Train.  
The J. S. Duran desires  
me to request you  
to kindly have a talk  
with the Duran on  
the subject & ascertain



21/9/60

PRIVATE

Private & Confidential

SL 17

My dear H Sankaravarier

I saw the Dewan & he  
showed me abt. these  
6 copies. He said he  
thought they had not  
been returned in lieu  
of the substitutions.

He also said that  
there was an alternative  
one of N. Madhava Rao

the Viceroy. Kempton L-  
withdraw.

He is willing L- take the  
whole blame of such action  
on himself -

This is of course because  
he knows that he did not  
think that the Scheme wd. cost  
much. When he made the offer  
& he thinks that I wd be wrong  
L- save his personal dignity at  
the expense of the State.

I can enter into this  
matter more fully - concern  
wch. Mr Chet. When I come  
L- Mysore on Monday



as regards the bill itself.

I think there is little  
except recalculation  
in it. It is meant to  
bring the matter into  
official correspondence out of  
D.O. & has therefore to  
go over the history.

The Resd<sup>t</sup> then questions  
the accuracy of the cost-  
ties to prove it to be left  
trans-stated & within the  
of the original or almost  
original proposition made  
by the Dewan.

the Councillors did not take up this line but took into consideration the obligations which they thought the State had incurred & hence they gave no definite reply.

then again the Resident more or less referred to the Councillor direct & therefore got a reply direct & not a conclusive answer from the Durbar.

The whole matter is rather mis-  
& wants careful dealing with.

As regards the figures.

I went into item No. 1 and found that the actual cost of a transport pony came to 14-9-11. My estimate was Rs 15-0-0. Her name the R says. he is informed they can be kept for 13. 8. (~~we had better~~ ~~choplogia contractor?~~)  
I calculated actuals viz 3419. ponies in 12 months cost 50,001-12-4.

I will deal with the figures when I meet the D/O Durbar. on Monday  
Yours truly R. S. J. J.

The total cost for the keep of  
3419 Prairie Port horses during  
the 12 months ending 30 June 1900  
has been Rs 50,001 - 12 - 4 or an  
average of Rs 14.9-11 per horse  
per month.

20/9/00

W. D. Smith  
Secy Secy

5/18

Friday

Dear Mr. Tibbo Chetty

We have in the  
Store the bodies of  
30 carts ready but  
the Wages have to be  
paid in the Railway work  
shops at Aymer and  
they have not yet been  
paid.

The Store Superintendent  
is going on making more

sufficiently skilled

The Smiths moreover  
wd. in event of active  
Service be attached to  
the Troops so that they  
cd. repair breakages etc

If Tail labor made  
the carts it wd not be  
available to accompany the  
Troops on Service

Yrs. ant.

J Jones

CONFIDENTIAL

3219

COUNCIL MATTER

Residency communication

No. 4690 dated 14th Septr. 1900,  
requesting early disposal of the  
question of the Imperial Service  
Transport Train.

" By Order,

24/9/1900.

*Chunabhai Rao*

*For* Secretary.

Rajadharma Pravina

T.R.A.Thimboo Chetty, Esq., C.I.E.

P.N.Krishna Murti, Esq., C.I.E.

V.P.Madhava Rao, Esq., C.I.E.

*Separate  
copy  
do*

8.  
Dear Major Jones

SL 220

I have from m(I)a stated  
show of the present strength of  
our Army Force - Cavalry & Horse -  
the total cost including present  
transport -

II actual or estimated  
cost of new transport and  
type Estimate of that of the present

III Differ. representing the  
extra cost which would be incurred in the new  
transport scheme.

IV. How many of the  
present Army men could be  
taken into or employed in the

No. 9  
D.

Dr. H. S. 524

Office of the Dewan of Mysore  
Dated Bangalore,  
27<sup>th</sup> October 1900.

Confidential

Despatch 27<sup>th</sup>

To His Highness

The Ruler of Mysore

Sir,

I have the honor to  
acknowledge the receipt  
of your letter confidential  
letter No. 4690 of 14<sup>th</sup> Sept 1900,  
regarding the maintenance  
of a separate Transport  
Bureau of the Dewan,  
for Special Service.

The Councils and  
Members have again carefully  
considered the question in  
the light of the remarks  
of the various members  
shown Sir K. S. Subramanyam  
(now absent on leave) in his  
statements to the Council

of the 5<sup>th</sup> + 30<sup>th</sup> apt 1900 which  
 contains the opinion of the  
 Statesman who has been with  
 for making the original  
 offer - I ~~do~~ say that  
 these statements as well  
 as his Dr. of 13 July 1900  
 may now be brought on  
 the N. record for  
 reference.

3 The Councilors are still  
 divided in opinion & having  
 regard to the very strong  
 views expressed by Sir  
 Sherbrooke Dyer, I feel  
 diffident in my present  
 acting capacity, to give  
 any opinion, who under  
 the Council Rules of  
 business has amount  
 to a final decision  
 binding upon the

which was  
 intended to be  
 in reply to  
 the printed  
 note of 28 Feb 1900  
 and was sent  
 Dr. of the  
 same date -  
 expressing  
 desiring it to  
 be circulated  
 to all members.

1  
 1900

Durban.

4 I venture therefore  
to submit. That in a  
matter of the utmost  
importance, like this it  
be seen desirable to  
defer decision till a  
return, in a short time,  
of Sir Sherbrooke's  
leave. If this course  
does not commend itself  
to you, and you consider  
the matter requires im-  
mediate decision, I beg to be  
favoured with ~~the~~  
your own advice in  
the matter, for the  
Guidance of the Durban,  
taking into ~~your~~ Consideration  
all the circumstances of the  
case.

I have the  
hon<sup>r</sup>ble  
D<sup>y</sup> D<sup>y</sup>

Very <sup>much</sup> ✓

1<sup>st</sup> conference -  
reached by the  
the end of letter  
which I propose  
to address the whole  
of the 1<sup>st</sup> of July  
as concluded  
of the Ministry of  
Council (informal)  
the form of my  
signature -

all

27/10/94

829/2

Office of the Dewan of Mysore  
dated Bangalore 27th  
12/10/1900

CONFIDENTIAL

92 Sept 27

To *Mr. A. R.*  
The Resident in Mysore.

Sir,

I have the honor to acknowledge the receipt of your office confidential letter, No. 4690, dated 14th September 1900, regarding the maintenance of a separate Transport Train, by the Durbar, for Imperial service. The Councillors and myself have again carefully considered the question in the light of your remarks and of the views expressed by Dewan Sir K. Sheshadri Iyer (now absent on leave) in his statements to the Council of the 5th and 30th April 1900 which contain the opinion of the statesman who was responsible for making the original offer. I beg that these statements as well as his D. O. of 13th July 1900 (which was intended to be in reply to your printed Note dated 6th February 1900, received with your D.O. of the same date, expressly desiring the same to be circulated to Councillors) may now be brought on the official record for reference.

3 The Councillors are still divided in opinion and having regard to the very strong views expressed by Sir Sheshadri Iyer, I feel diffident in my present acting capacity, to give any opinion, which under the Council Rules of Business, may amount to a final decision binding upon the Durbar.

4 I venture, therefore, to submit that, in a matter of the utmost importance like this, it would seem desirable to defer decision till the return, in a short time, of Sir Sheshadri Iyer from leave. If this course does not commend itself to you and you consider the matter requires immediate decision, I beg to be

2.

favoured with your own advice in the matter, for the guidance of the Durbar, taking into consideration all the circumstances of the case.

I have &ca.,

Offg. Dewan.

*[Faint handwritten notes and signatures, including a large signature at the bottom right.]*

Cal

To P. H. Kunk a trustee of C. 90  
Mention in Journal.

Please see if this is do  
If you have any other  
happened Kunk in the future

27/10

27/10

27/10 24/10  
27/10 if

415  
28.10.00

Dear Mr. Thimboos Chetty

Thanks for yr. note -

I am so sorry that you  
could not see your way  
to advise H.H. to make  
the definite proposal  
on the lines. I suggested

I am also sorry  
because, now, even if  
a cap is given it  
will be given on the  
advice of the Resident  
& not as a spontaneous  
act on the part of H.H.

(1)



5626<sup>u</sup>  
Oct 28  
1900-

Mysore

Kindly I shall thank you  
& wish the Honble the  
President & Kindly  
hold your communication  
about the Transport  
train in abeyance for  
a day or two. The question

federation that the <sup>form</sup>  
~~very~~ in which the  
question is taken before  
the people the President  
is not what would have  
been expected from a  
State like Mysore  
under its present Govt.  
I only ask for two days  
delay.

Excuse the trouble  
I believe me  
yours sincerely  
H. J. Madhav Rao



(2)



28/10

SL 27

My dear Sir

It was with the  
unanimous consent of Mr. K. S. Srinivas  
Murti by myself that I sent  
the letter in re Transport &  
the Res. and last night -

Shall I write to tell  
him that you are wish-  
ing to reconsider your dissent  
and, <sup>being</sup> to smooth the path  
to send up a unanimous  
proposal or decision of  
yourself <sup>I request he</sup> (the Res.), with  
K. S. Srinivas acting as a ref.

(1)



Bangalore  
29 Oct 1900

Sl 28

My dear Sir,

I apologise to you  
for having given you the  
trouble to request the President  
to hold your letter on the  
subject of the Transport Train  
on abeyance for a couple  
of days. I made the request  
under the idea that <sup>as</sup> some  
aspects of the question which  
had an important bearing

CHY (6)

9. 45 am

29/10

8029

My dear Mr

I have just recd yr letter -  
Pain to do so I had  
sent the letter to the North  
the President requesting him  
to hold the letter I recd

Min - in re Transport of  
in allegiance for 2 days to enable you to proceed  
from ~~Miner~~ ~~what a pity~~ - Do you wish  
me to write to him & tell him  
that you adhere to yr  
opinion already given - If

(7)



29th Oct 1900

10.30 am

GC 30

My dear Sir.

My letter is clear  
that I withdraw my request  
to you for requesting the President  
to hold your letter in abeyance.  
I now say that I see no other  
salvation than the one given  
in your letter to the President  
& ask you to set the President  
free to act on the ~~copy~~  
original letter. The effect

431  
J

Bangalore

29<sup>th</sup> October 1900.

My dear Sir,

In my L.C. of yesterday's date I intimated Mr. Madhava Rao's wish to reconsider his opinion in re Transport Corps, and his request, that my official letter to you, No. 9, dated 27<sup>th</sup> Inst<sup>l</sup>, may be held in abeyance for a couple of days. Since then he has written to say, that "On further thought I see no solution possible but the one decided upon when we met last" and he therefore asks me to inform you of this with a view to your being set free to act on my original letter No. 9. I accordingly beg to withdraw my

B.O. of 28<sup>th</sup> Inst<sup>d</sup> and to tender you  
my apologies for the trouble given

Yours Sincerely  
Sd/ J. R. A. Shamboofetty

The Honble

Col D. Robertson C.S.I.

Resident in Mysore.



BANGALORE.

9

Feb 27<sup>th</sup> 1900

SL 32

Dear Mr. Munro Chetty

General Robertson desires me to reply  
to your semi official letter of today's date  
in which you state that Kothashankar Rao  
has changed his opinion about the  
establishment of the Transvaal Corps,  
and ask that the Resident will hold  
your letter no 5 dated the 27<sup>th</sup> Dec 1900  
in abeyance for a couple of days

Wend Robinson will hold the letters in  
obeyance as you wish. He requests me to  
ask you, if you write again on the  
question of Transport send the letter to  
me, as all the letters are with me, and  
I shall then, be able send him the case

Complete  
Yours sincerely  
Dor

T.R.A. Munro Chetty Esq.  
Micalydean Mysore

SL 33

To

The Post Master

Bangalore —

Sir,

I posted today a D.D. letter to the Honorable Colonel Donald Robertson, C. S. I., Camp Chikmagalur — I shall feel obliged by your kind causing the D.D. returned to me instead of respatching it to Chikmagalur —

Yours faithfully,

Sd/ C. Srikanthesswar Aiyar  
Private Secretary to the  
Dewan —

29. 10. 00.

Bangalore

5<sup>th</sup> November 1900

Dear Mr. Dobbs

R

Herewith 40 copies of printed  
correspondence containing the  
minutes of Councilors & you  
called for regarding Transport  
Corps.

I also send you separately  
six copies of pages 93 to 123 for  
being added to the 6 books sent  
to the Hon'ble the Resident in  
July last on the same subject

Yours Sincerely

Sd/ J. R. A. Hambro

A. R. C. Dobbs Esq.

16<sup>th</sup> Ave<sup>nue</sup> Resident



SL 35  
BANGALORE.

Replied  
the answer  
of 11

Nov. 6<sup>th</sup> 1900

Dear Mr. Mumbrogh

Would you kindly let

me know when we may

expect them printed

copies of your last

letter regarding the

Transham Train, and



BANGALORE.

Dr. K. S. N. M. N. Chel

I am very sorry that you so much  
trouble in this matter. But could you  
manage that we have printed each <sup>Each</sup> on

Separate sheets of:-

- (1) Sri Sheshadri Iyer's Dr. letter of the  
13<sup>th</sup> July about the Transfer
- (2) Minutes of Councillors

(3) Your letter no. 9D 8. the 27<sup>th</sup> to me  
1500

I suppose the type will not have been  
yet broken up; so that the will not give  
any trouble. A note arrived from Anne  
Robertson this morning asking for these  
separate copies, so that I am afraid  
those just received from you in

8237  
6/11

Dear Mr Dobbs

I am afraid the type  
has been broken. However I shall  
have the papers (in re Transport  
Corps) i.e., opinions of Councillors  
&c, reprinted as you desire as  
speedily as possible and send  
you the required number of copies

Yours sincerely  
Sd/ J.R.A. Thunbrooth

H.R.L. Dobbs Esqre  
J.B.S

First Assistant to The  
Honble the Resident  
do do



G38

Bangalore  
7<sup>th</sup> Jan 1900

Dear Mr. Dobbs

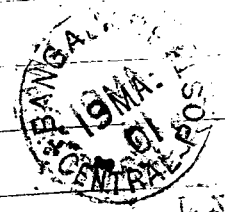
Here are 45 copies  
of correspondence in re  
Transport Corps each  
printed separately as  
desired by you. I  
send also two Council  
Resolutions of 30<sup>th</sup> Jan'y  
1899 and 3<sup>rd</sup> April 1899  
in case they are req<sup>d</sup>  
for reference with

| INDIAN TELEGRAPH.   |  |  |                       |  |
|---------------------|--|--|-----------------------|--|
| To (Person)         |  |  | From                  |  |
| P. N. Krishnamurthy |  |  | Saurti Koppa          |  |
| Day. Hour. Minute.  |  |  | OFFICIAL INSTRUCTION. |  |
| 20 19 18 45         |  |  |                       |  |

To (Person) P. N. Krishnamurthy  
By Dewan

Health still  
unimpaired beg +  
permission continue  
long on leave

|            |      |       |    |         |      |       |    |
|------------|------|-------|----|---------|------|-------|----|
| RECD. FROM |      | L. N. |    | SENT TO |      | L. N. |    |
| At         | Hrs. | Mts.  | By | At      | Hrs. | Mts.  | By |
|            |      |       |    |         |      |       |    |



Postmaster.  
*[Signature]*

10543  
19-3-01  
1901 Pol 157.6

From The F. & Resident in Mysore

To The Dewan of Mysore  
THE SECY. TO THE GOVT. OF MYSORE,  
GEN. & REV. DEPTS.

Dated 19.3.01

Despatched

Received

General No. 1478  
No.

Enclosure No.

Stating that the Resident desires to meet the Dewan & the family at an early date to convey a message from H. E. the Viceroy about the Transport Office.

References to be marked.

Subd to the Dewan

I shall obtain the papers from the D.A.O. where they are at present. Meanwhile this is submitted for orders as to recalling Rao Bahadur Mr. Madiah. 19/3/01

Send men cables (114) to Mr. S. Narayana & for first - - to then to Mr. Madiah to whom the full telegram will be sent.

Your telegram to hand - change of address of scene & work will I must get you up - work moved so on 2. Your presence is urgently wanted kindly make up your mind to join soon and intimate the date which is expected with the best hope that the arrangements may be set but you about twenty fifth.

Send copies of 10th men telegrams with standard & say that another committee will follow regarding fixing the

19.3.01 date - in emb. on the 25th inst.

Forwarded "to" 19/3/01

To

SL 41 (2)  
12

The First Assistant to the  
Resident in Mysore.

3

12527 20/3/01  
Pol 481

I am directed to acknowledge the receipt of your letter No. 1478 dated 19th instant, and to state that as desired therein the papers regarding the Imperial Service Transport Train will be immediately given to Mr. Sreenivasiengar, Member of Council to study, and to Rao Bahadur Mr. Madiah as soon as he comes to Bangalore.

2. I am to enclose copy of a telegram received from Mr. Madiah, stating that his health is still indifferent, and copy of a telegram sent to him by the Dewan after the receipt of your letter, requesting

him

him to rejoin duty by the 25th instant.

3. A further communication will  
be made as to the date on which the  
Dewan and the Councillors will meet  
the Hon'ble the Resident as desired.

e &ca.,

*W* 20/3/01

etary.

*W & Hon Secretary*

4.  
Bangalore.

4  
25th March 1901. 5242

My dear sir,

Referring to the recent correspondence in connection with the Imperial Service Transport Train, it has been arranged that the Dewan and the Councillors should meet the Hon'ble the Resident in the Council Chamber at the Public Offices, Bangalore at 12 noon on Wednesday the 27th instant. I am desired to request the favor of your presence on the occasion.

I am

yours sincerely,

Sd/- L. Anantasami Rao.

Under Secretary.

V.P. Madhava Rao Esquire, C.I.E.

C. Sreenivasiengar Esquire.

N<sup>o</sup> 12599  
Pol 486

25-3-01

SL 43

To

The First Assistant

to the Resident in Mysore

5  
Sir,

In continuation of my letter  
No.12527/Pol.481 dated the 20th  
instant, I am directed to state  
that the Dewan and the <sup>14</sup>~~st~~ and  
2nd Councillors will, as arranged,  
meet the Hon'ble the Resident  
at the Public Offices at 12 noon  
on Wednesday the 27th instant, to  
confer on the subject of the  
Imperial Service Transport Train.

I have &c.

(Dewan  
Verbal order)

25/3/01

Under Secretary

in charge, Genl & Rev  
Secretariat.

Para. beginning "Shall  
15th Dec. 1914"

When ~~the~~ 100 was  
intended as a vehicle  
for a Pyramidal Pyramid  
or which has been  
been decided and the  
merged with the Pyramid  
Pyramid as we take  
care in the Pyramid.  
So I altered the  
700 before the  
Pyramid, the  
-aged. This is all  
right. Much.  
You may find

31.307 Pyramid



447

My dear Sreenivas Gopal  
I read the whole

Transport tables  
- at least most of them  
and dealt with the number  
or the strength of the troops  
The total offer was 300  
carts & 600 ponies + 50  
or 100 for emergency &  
100 more to form a nucleus  
for the Hyderabad Transport  
(Para 1. N° 25. page 57)  
(Para 1. N° 26. page 58)  
(also \_\_\_\_\_ 68)  
\_\_\_\_\_  
- 63)

W. S. Andrews.

Proceedings of the Government of Mysore.

Order No. 12961-62 Dated Bangalore,

Ln 3420

6 April 1901.

The Government are pleased to direct that the State do organize an Independent Transport Corps, with which shall be merged the present Regimental Transport of three hundred ponies, for purposes of Imperial defence, its strength being 500 carts and 700 ponies and the initial cost of it not exceeding 5 (five) lacs of Rupees, and the cost of annual maintenance 2½ (two and a quarter) lacs. The formation of the corps should be taken in hand immediately, and completed before the end of 1904. The carts and ponies, when not employed on active Military Service, should be used to the best advantage in such manner as may be determined by Government. Major Jones, Military Assistant, will be entrusted with the formation and management of the Corps.

Council order

LL  
1/4/01

Under Secretary in charge  
General & Revenue Secretariat.

To

The Military Assistant to the Government of Mysore.

,, Comptroller to the Government of Mysore.

8246

Bangalore

3/4/01

Dear Sir

As desired I send herewith  
our Office File re the Imperial  
Service Transport Train.

I beg that it may be  
treated as confidential.

I am

Dear Sir

Yours truly

Chambers

Major R G Jones